

ATLANTIC FISHERMAN

SEPTEMBER, 1945

SEP 1945 S

THE JAP WAS
A ROPE'S LENGTH
AWAY!

PRECIPITOUS cliffs, rising sheer from the sea! Atop them the cornered Jap fought desperately, pouring his deadly fire on our troops. Hidden in the caves which honeycombed the terrain, he made a last stand. A frontal attack with dynamite, sealing forever the enemy-infested caves, taking by surprise the entrenched Sons of Heaven above, would speed the Victory—save lives. Rope . . . strong, pure Manila Rope . . . the kind we make here at Columbian, was needed.

Because we at Columbian have never relented in our drive to supply our fighters with all the Rope they need . . . because you have cheerfully done without much of the Rope you need . . . because you have taught and practiced conservation of Rope—that Rope was ready! The last Jap stronghold in Manila Bay fell! Again Rope helped turn the tide of Victory!

—Red
—White
—Blue



COLUMBIAN ROPE COMPANY
310-80 Genesee St., Auburn, "The Cordage City," N. Y.

Boston Office and Warehouse

38 Commercial Wharf

Power...

precedes progress

Pioneer mariners never dreamed of the progress that would be made in the method of powering boats. Today's reality—BUDA Diesel Engines—offer the most efficient marine power ever developed for work boats, tow boats and fishing boats.

Bettman Archive



Pleasure and reconnaissance sail boat on which first used by Moritz, Prince of Orange.

8th
Of a Series contrasting early marine power with modern BUDA Diesel power.

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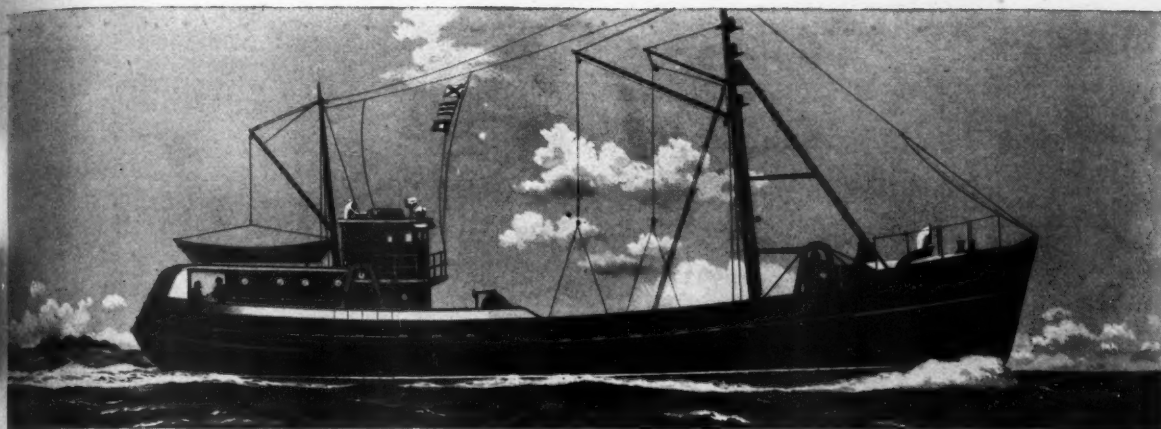
BUDA

BUDA Model 40CM-244
Marine Diesel

BUDA
Service is
Nation-Wide

15440 Commercial Ave.

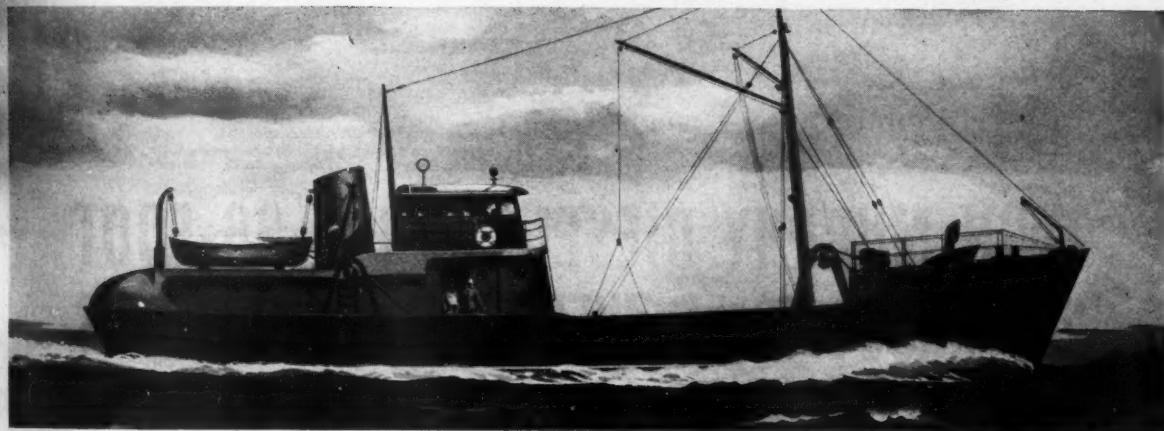
HARVEY CO. CHICAGO, ILL.



The 100' Trawler

Two outstanding trawlers in the Wheeler fishing fleet

The 113' Trawler



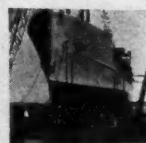
The 100' Trawler (Top) A rugged deep sea trawler that is fast gaining in popularity. Plenty of fish hold capacity and inexpensive to operate. An exclusive Wheeler design by John Alden—Eldredge-McInnis, Boston. The Wheeler standard fleet of trawlers includes 100', 113', 121', 132' and 166'. Intermediate and larger sizes developed to your requirements.

The 113' Trawler An exceptionally fine seaworthy vessel from the boards of Colley-Maier. Designed for continuous economical operation regardless of weather conditions. Inspection of vessels now under construction is cordially invited. Operators wishing to purchase vessels with minimum initial investment and balance arranged so that vessel can pay its own way are invited to ask about Wheeler's convenient **"PAYS ITS WAY PLAN."**

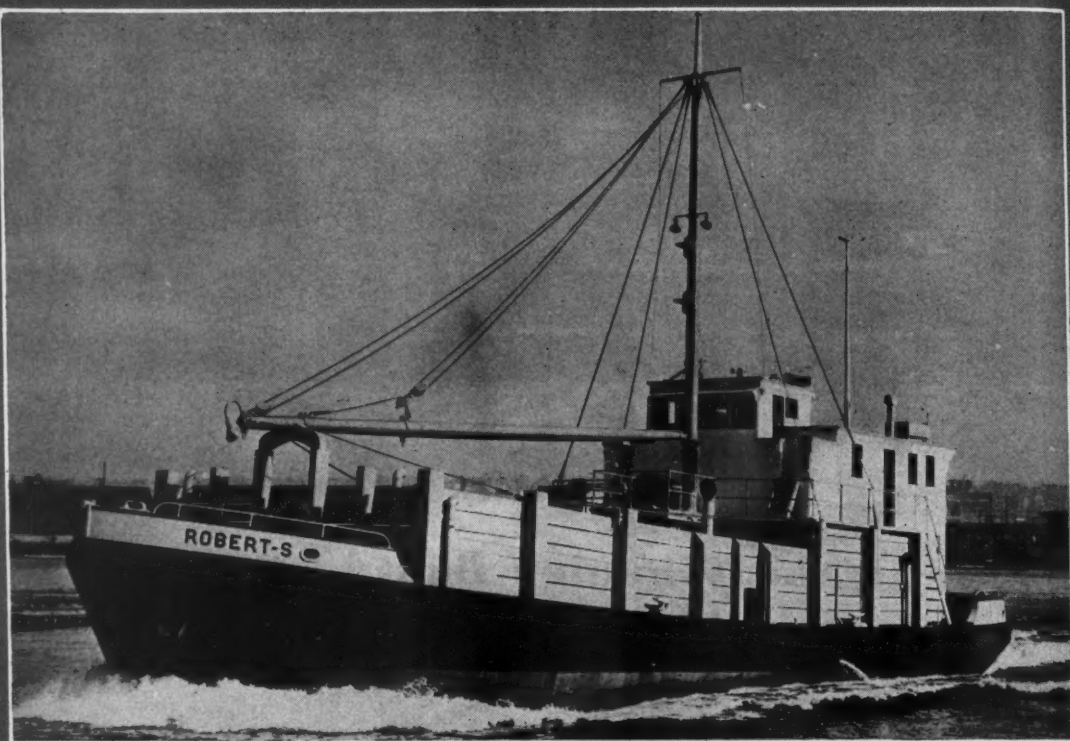
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Complete modern Wheeler facilities permit hauling all types of vessels, up to 250' for production line repair and reconditioning. Dockside repairs on ocean-going vessels up to 500'. Let Wheeler figure on your next repair or reconversion job! Phone FLushing 9-7000 or write...



FOOT OF 154TH STREET & EAST RIVER, WHITESTONE, L. I., NEW YORK CITY



Built by Maritime Shipyards, Seattle, Wash., for operation in Alaskan waters, the "Robert S" is a 200 gross-ton power scow owned by Sebastian Stuart Fish Co., Seattle. The husky, big capacity work-boat, 86' over-all length, 26' beam, is powered by two 150 H. P. Model ME-150 Murphy Diesel Engines, capable of driving the boat at 9½ knots.

TWIN MURPHY DIESELS DRIVE 86-FOOT 200 GROSS-TON POWER-SCOW AT 9½ KNOTS

● If you could see the husky "Robert S" plowing confidently through Alaskan waters at 9½ knots, you'd agree that this 200-ton power scow's power plant is a winner! Two 150 H. P. model ME-150 Murphy Diesel engines power this Power Scow . . . two easy-starting, quiet,

smooth-running, economical-to-operate, compact engines that are living up to all the Murphy Diesel traditions of "More Power, More Profit" for sea-going crafts. Before you build or convert, see the nearest Murphy Diesel Dealer, or write to . . .

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BOSTON: Diesel Engine Sales & Engineering, Inc.
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HARTFORD, CONN.: Nicoll-Talcott Corporation
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More Power

**MURPHY
DIESEL**
Reg. U. S. Pat. Off.

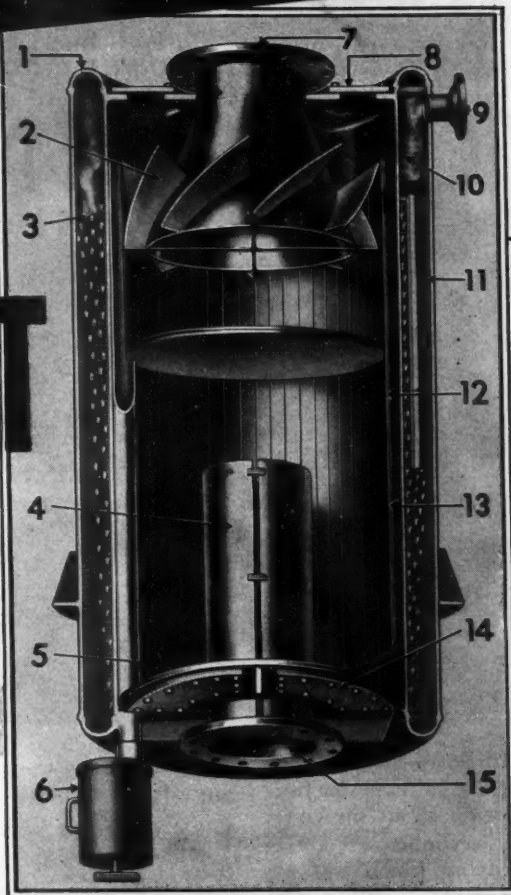
More Profit

*Engines: FROM 90 to 165 HP
Generators: FROM 60 to 115 KW*

"SEA-TESTED Power"

WITHOUT A CENT OF ADDED FUEL-COST

**YOU
CAN HAVE
HEAT**



1. Expansion Joint to permit dry operation.
2. Spark Arrestor.
3. High waterline maximum steaming rate.
4. Bleeder Tube.
5. L shaped fins also serve as conduits for leading gases from one attenuating chamber to the other so that excellent silencing is acquired.
6. Spark Box.
7. Exhaust Outlet.
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9. Steam Outlet.
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11. Heavy shell.
12. Extended heating surface—requires the minimum of attention and maintenance.
13. L shaped fins welded toe to heel, position fins for easy welding—heavy gauge wrought iron offers maximum resistance to corrosion.
14. Cleanouts.
15. Exhaust inlet.

**... FOR PROCESSING FISH AT SEA ... OR
HEATING YOUR VESSELS ... OR EXTENDING
THEIR CRUISING RANGE ...**

Consider well this sectional illustration of the Maxim Heat Recovery Silencer; for it offers new possibilities of important savings in operating costs.

It effectively silences engine exhaust noise, enabling helmsman and lookout to hear navigating signals clearly. It traps sparks and embers from the exhaust, eliminating fire-hazard to deck-gear such as boat-covers, weather-cloths and nets.

And it does even more.

It reclaims otherwise wasted heat from the exhaust—produces an abundant supply of steam with which you can give your catch its preliminary processing while still at sea; reducing time and cost of operations ashore.

It can also heat the vessel as you have plentiful steam or hot water for heating crew's quarters, galley, mess room, as well as for de-icing in winter operation. If your operations require extended cruising range, the steam can be used for operating evaporators to produce your fresh water supply, releasing increased tank-capacity for fuel.

You already utilize every possible by-product of the fish your vessels catch. The engines that drive those vessels offer you another by-product—waste heat—which can pay big dividends.

Put a Maxim into the next vessel you send to the yard for overhaul. Meantime, write for Bulletins WH-100 and WH-103.

MAXIM

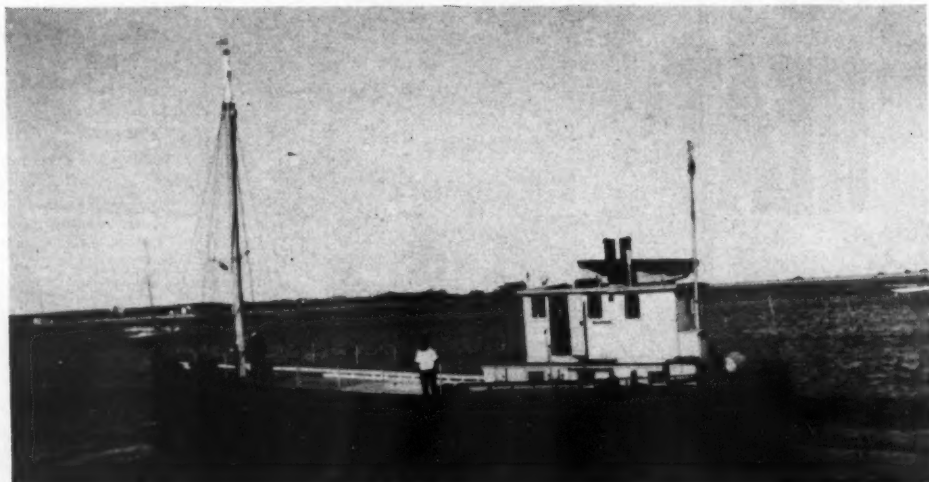
THE MAXIM SILENCER CO. • 74 Homestead Ave., Hartford, Conn.



"A Real Dependable Engine"

Says Capt. Edward B. Adams About His

WOLVERINE



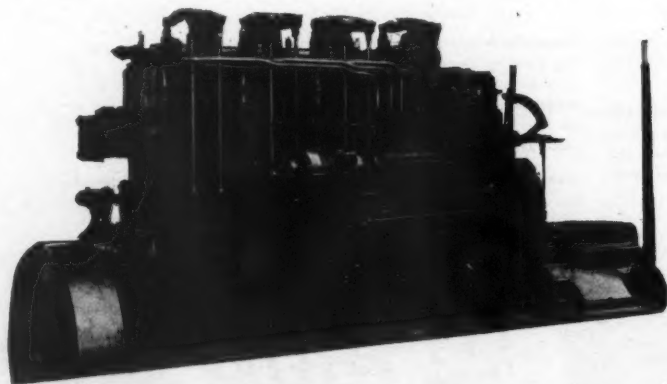
CAPTAIN Edward B. Adams of Orient, Long Island, N. Y., owner of the 65 ft. oyster boat "Halyoake", says the following about his craft:

"She is powered with a 3-cylinder, 75 horsepower Wolverine Diesel engine which was installed in 1931, and it is what I call a real dependable engine."

Captain Adams' experience with Wolverine is typical of many other oyster and fishing boat

owners all along the coast. Fishermen know they can rely on Wolverine for long years of dependable, trouble-free heavy duty service.

Wolverine Diesel engines are built to meet the exacting power requirements of all types of fishing boats. They are designed to give their owners completely satisfactory performance under all conditions.



NEW WOLVERINE MODELS

A new line of improved, modern Wolverine Diesels is now offered in 3, 4, 5 and 6 cylinder sizes, operating from 420 to 620 rpm. with 75 to 210 hp.

Illustrated is the four cylinder model, rated 100-140 hp. at 420 to 620 rpm., with 8½" bore and 10½" stroke. The engine is fitted with silent, fully-enclosed automatically pressure lubricated Wolverine reversing clutch.

Write for Bulletin No. 245

WOLVERINE MOTOR WORKS INC.

Union Avenue, Bridgeport 2, Connecticut

ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

Published Monthly by

ATLANTIC FISHERMAN, INC.

Goffstown, New Hampshire



P. G. LAMSON, Publisher

GARDNER LAMSON, Editor



20 cents a copy \$2.00 a year

Covering the Production of Fish and Shellfish on the Atlantic Coast, Gulf of Mexico and Great Lakes

VOL. XXVI

SEPTEMBER 1945

NO. 8

Unification of Great Lakes Fishing Laws Needed

A NEWS item last month told of the seizure by Michigan state conservation department men of 190 fish nets put out in Lake Michigan by the crews of four Wisconsin fishing boats. The crews of the Wisconsin boats escaped arrest in this latest of latest attempts of Michigan authorities to force compliance with the rather exacting Michigan fishing laws in Michigan waters. Michigan and Wisconsin laws differ radically in the size mesh permitted in fishing nets.

The incident is but another in a long series involving conservation of Great Lakes fish. Not only do Michigan and Wisconsin by-laws vary, but also those of other nearby States bordering on the Great Lakes and the Canadian laws. Thus, it is an international problem, as well as one between the states. Representatives of the several states and of Canada met with State department officials in Washington earlier this year to consider provisions of a proposed international treaty.

Six states, Minnesota, Wisconsin, Michigan, Ohio, Pennsylvania and New York—as well as Canada—border on the Great Lakes. Each of these states and Ontario have their own laws and regulations governing the fishing industry. No two are alike.

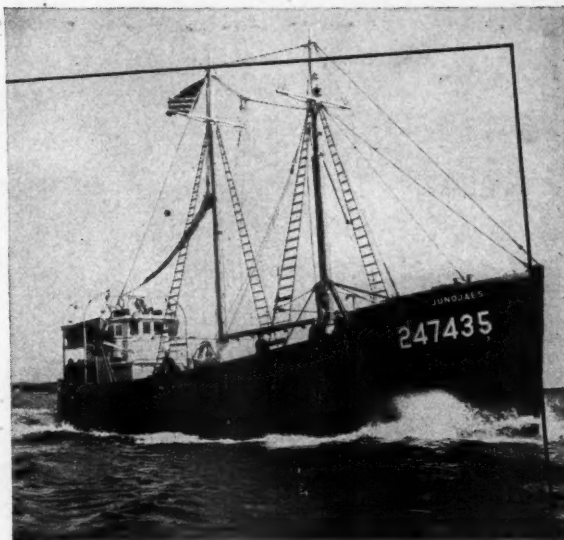
Under the proposed treaty an international fish commission would be set up to have jurisdiction over the Great Lakes and adjacent waters. The American members of the commission would make the regulations for Lake Michigan, the only one of the Great Lakes on which Canada does not have frontage.

The commission would fix the open and closed seasons and the size limits for various species of fish; the opening and closing of waters for fishing; the time and intensity of fishing, and the kind of nets and other gear used in the fishing industry. Thus, there would be some semblance of uniformity where now there is none. The basis for conservation of a very valuable natural resource would thereby be laid, to the benefit of all concerned.

Great Lakes commercial fishing is a considerable industry, as most every one in the trade is strongly aware, and under prevailing higher prices the yield of fish must be in excess of \$10,000,000 annually to fishermen. The annual catch of commercial species has varied from 151,000,000 pounds to 93,000,000.

Long before the wartime meat shortages had created abnormal demands for ration-free fish, the yearly catch in the Great Lakes had been decreasing noticeably. Ineffective regulations in some of the fishing areas was in a large way responsible, and so was water pollution from untreated industrial wastes flowing into certain sections of the Great Lakes. Fishing practices permitted under the laws of some states also tended to decrease the fish population.

It has become clearly evident that conservation measures are required, and the most certain way to make them effective is through thorough cooperation on the part of all concerned. That is the only logical way to assure a steady supply of fish, and keep the industry thriving.



RECONDITION YOUR BOAT ... FOR WINTER FISHING

It's not too late to give your boat a thorough overhauling before the winter fishing season starts. Here in our yard you can get the job done right and get it done fast. Because all of our key men have spent their lives building and reconditioning boats. Because we have the equipment to make every kind of repair in wood or steel. Our all-around service includes all types of engine overhauling and repairs, rigging service, hull repairs and alterations, electrical work, plumbing, etc. Most important of all is the fact that the entire job is done in our yard, under one supervision from keel to truck. Let's get together and talk about your job . . . now.

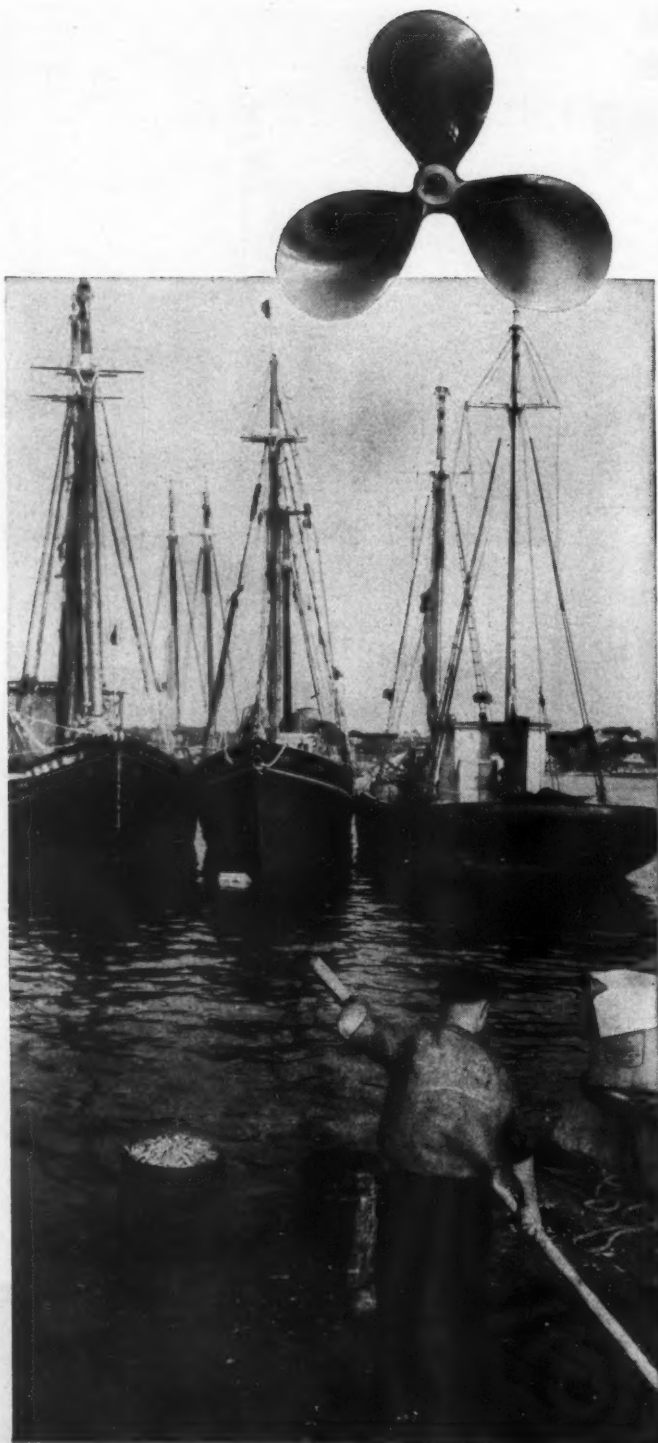

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SAMPLE, JR., Inc.**

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BOOTHBAY HARBOR, MAINE

Complete Modern Facilities for Designing, Building, Storing and Reconditioning Yachts and Commercial Vessels up to 200 feet.





PUSHING THEM THRU—

LOBSTER cars may not need scientific propulsion—but most fleet owners of lobster smacks—especially those who reap handsome profits—count on propulsion engineers to analyze propeller needs.

That's why boat owners who "fish for profits" rely on dependable Federal-Mogul propellers. Operating in all types of weather at top efficiency, Federal-Moguls provide maximum power with greater economy.

For expert advice on improved propeller performance for your boat write today. The service is FREE. Federal-Mogul Marine, 4051 Beaufait Avenue, Detroit 7, Michigan.



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Mich.*

*Greenville,
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*Army-Navy "E" with
awarded Federal-Mogul
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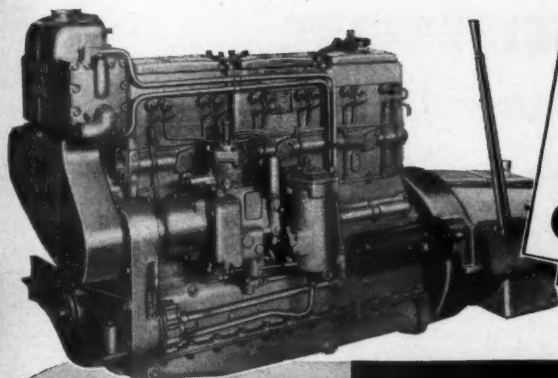
**NO-WEED &
WEEDLESS**



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**CUSTOM, STAND-
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Jobs for PROVED POWER are jobs for CUMMINS DIESELS



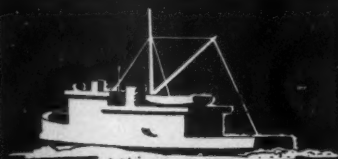
More than 90% of all the long-line, franchise-operated, heavy-duty, diesel-driven trucks now operating in the 11 Western States are Cummins-powered.



Any list of the nation's major contractors is a list of Cummins Diesel owners. Their records prove that... "powered by Cummins is powered for profit."



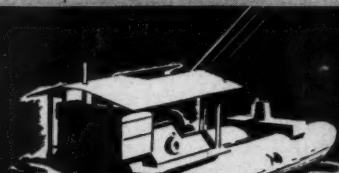
On the rich Mesabi Iron Range, more than 80% of the rubber-tired earth and ore moving equipment is powered by Cummins Dependable Diesels.



Service facilities at some 40 salt water and fresh water ports... one more reason why so many commercial and pleasure craft are Cummins-powered.



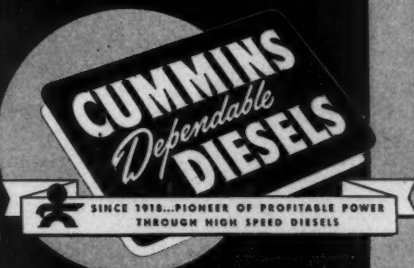
In the vast Mid-Continent Area—the world's greatest oil producing region—Cummins Dependable Diesels power more drilling rigs than any other diesel.



In the Northwest Woods, no single make of diesel engine powers as many yarders, loaders and heavy-duty trucks as Cummins Dependable Diesels.



Some 130 leading builders of powered equipment now offer Cummins Diesels as standard or optional original power... proof of proved performance!



For every heavy-duty power application—automotive, portable, stationary and marine—a proved-on-the-job Cummins Dependable Diesel... 50 to 275 hp.

CUMMINS ENGINE CO., INC.
Columbus, Indiana

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"ENTERPRISE DIESEL ENGINE gives the Dragger M. C. BALLARD excellent, trouble-free service," Captain and Engineer agree...

May 9, 1945

TO WHOM IT MAY CONCERN:

The fishing vessel M. C. Ballard is 97 feet, 6 inches long with a beam of 21½ feet and a depth of 11 feet 11 inches. Her gross tonnage is 120 tons and it has a fish capacity of 160,000 pounds.

She is equipped with a 400 H.P. ENTERPRISE D.M.G.-6 DIESEL ENGINE and during one year's operation has given excellent and entirely troublefree service.

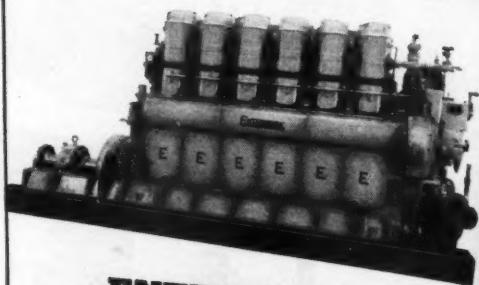
From our experiences, we certainly would heartily recommend the installation of ENTERPRISE DIESEL ENGINES for such comparable service in the fishing fleets of Iceland.

We are particularly pleased to recommend this engine in view of its simplicity of operation and maintenance.

VESSEL M. C. BALLARD

Johann A. Johansson Captain

Rolund Stymne Engineer



ENTERPRISE gives you Power to Spare

Before deciding on the right power for your needs, learn about money-saving, weight-saving, space-saving Enterprise power, and the many advantages offered. Write Dept. SE-1 for Enterprise booklet.



Built at the W. A. Robinson Shipyard, Ipswich, the M. C. BALLARD is powered with a DMG-6 Enterprise Diesel Engine, rated 400 hp at 400 rpm.

SINCE 1886
ENTERPRISE ENGINE & FOUNDRY CO.

18th & FLORIDA STREETS
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HOW MUCH MONEY SHOULD A FISHERMAN MAKE?

You certainly should make as much as your skill, your luck and your labor entitle you to. But sometimes there's a leak in your earning capacity . . .

The netting you use!

If netting twine breaks, fish slip through, profits are lost. Small as the losses may be, they count up. At the end of a season they represent an amount well worth saving.

And save money you will when you use dependable GOLD MEDAL netting. Its rugged strength and durability mean fewer leaks . . . hence more pounds of fish in the daily catch, and more take-home money.

Five step control in making GOLD MEDAL netting is the reason for its superior quality. Cotton selection, yarn spinning, twine twisting, net weaving and inspection are *all* done right in our own mills, where we can control production.

The next time you need netting be sure that you buy GOLD MEDAL . . . the choice of successful fishermen for over 100 years.



GOLD MEDAL NETTING
means controlled production in our own plants, from the bale of cotton to the finished netting. No other netting can make this statement. This is your assurance of dependable quality.



GOLD MEDAL
The greatest name in netting

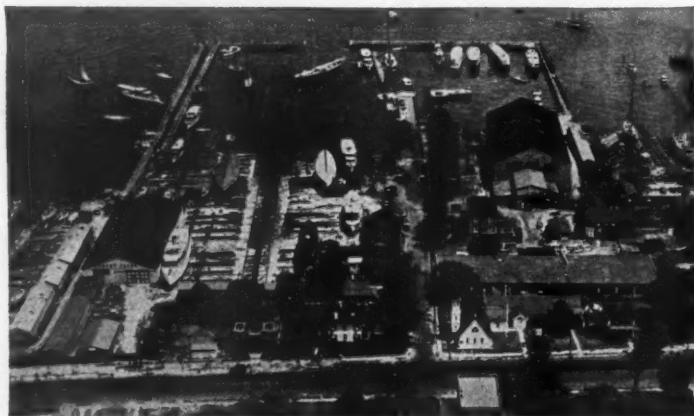
The AMERICAN NET and TWINE Division

The Linen Thread Co., Inc.

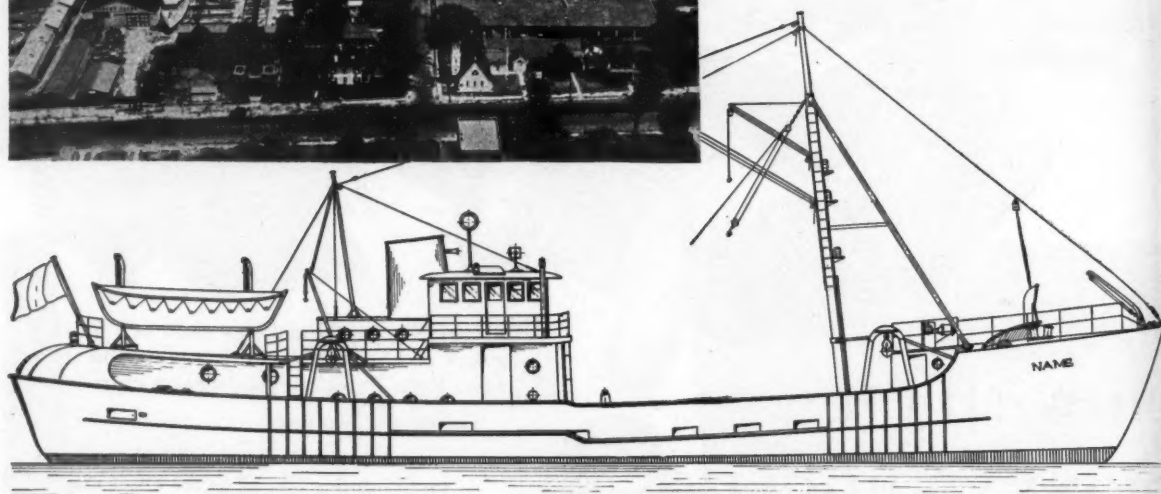
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An All 'Round Service for Fishermen *Planning, Building and Financing if Desired*

For many years experienced fishermen and other men of the sea—U. S. Navy, Coast Guard and Army Engineers—have come to ROBERT JACOB, INC. for **DEPENDABLE** vessels—built of wood or steel for sail or power.

Today this modern yard—one of the most completely equipped on the Atlantic seaboard—is ready and able to produce better than ever for the fishing industry—individuals or companies—single crafts or fleets.

We work **WITH** you and **FOR** you every step of the way, from design to launching—giving you the full benefit of our own experience and carrying out your ideas to the letter.

We are prepared to discuss payment terms on liberal arrangement.

A letter or postcard will bring our representative for a friendly discussion—with no obligation on your part.

ROBERT JACOB, INC.

CITY ISLAND, N. Y.

Boston Address: 85 DEVONSHIRE ST.



The Sounding-Lead

By Fred Lardner
Washington Correspondent

PRICE CONTROL—The Office of Price Administration's sudden grab for additional power over the fisheries industries has been arrested in mid-air. On September 7, OPA announced that no ceiling prices for fresh fish not previously under price control — those produced in the Great Lakes, Southern and Gulf and Middle Atlantic areas — will be set at this time. OPA ascribes this retreat to the expectation that the demand for fish will be "sharply reduced because of increased civilian supplies of meats, poultry, canned fish and other proteins." Furthermore, OPA says, seasonal increases in the production of these uncontrolled fish are expected at this time. Thus, it should not be necessary to establish ceilings for those fresh fish items now.

"OPA will observe price movements very closely to determine whether control is necessary. If a continued rise in the prices of fish follows a temporary drop, it may be necessary to establish ceilings, as previously planned."

The real reason for lack of OPA action is that its officials were literally scared out. That's the opinion of people in the know. At a recent meeting of OPA officials with Southern fishermen, the latter raised the roof. Some, according to reports, were carrying rope. When OPA talked to the Middle Atlantic fishermen, one of the latter told how, down there in Chesapeake Bay, the boys liked to take pot shots at each other once in a while. Some of them, it was said, always carried guns to protect their hauls.

OPA got a terrific headache out of its Great Lakes experiences. "American and Canadian Great Lakes fish are exempt from price control," OPA said when it suspended indefinitely the ceilings on Canadian lake fish September 1, "and it is not contemplated that they will be placed under ceilings in the immediate future. At the time Canadian fish were placed under control, it was thought that similar action would be taken on Great Lakes fish."

But, OPA continued, "since consumers are not able to distinguish Canadian lake fish from Great Lakes fish, it has been difficult to prevent diversion of Canadian lake fish through illegal channels."

Incidentally, a bill pending in Congress, giving the Agriculture Department authority to say whether or not fish shall be placed under price control, may be modified so that the department can remove price controls already specified.

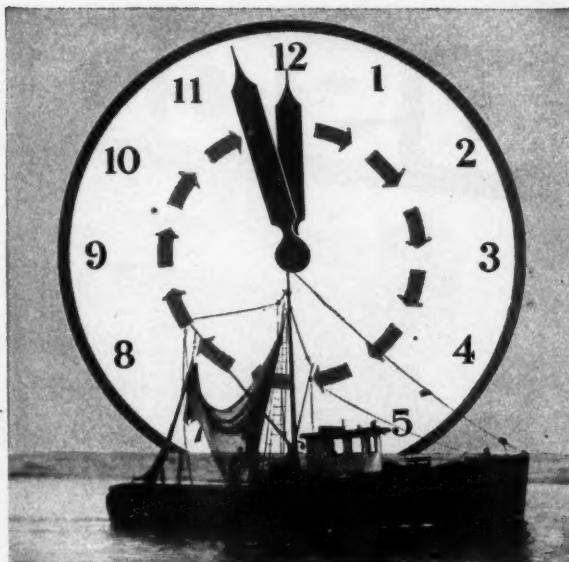
Among a group of 37 commodities, principally minor food items which do not affect the cost of living, removed from price control September 12 are the following fish products: Imported and domestic canned caviar, canned clam juice, canned conchs, frog legs, imported dried shark fins, imported canned snails, and smoked sturgeon, including smoked spoonbill.

IMPORT LIMITS—Strenuous protests against freedom of Canada, Newfoundland, Iceland, and other North Atlantic countries to export unlimited quantities of fish to the United States will result in State Department action to limit imports of these fish, informed authorities say.

"By 1946 or 1947 the market for fresh fish may be seriously affected by increased imports of frozen filleted fish," said Charles E. Jackson, general manager of the National Fisheries Institute.

"The general increase in the price of fish during recent years has had the effect of decreasing materially the ratio of the duty to the price of fishery products, and it is doubtful whether the present duty on imports of groundfish, including rosetfish fillets (1 7/8 cents per pound on quota imports and 2 1/2 cents thereafter), will in any way restrict shipments of these fish."

The trend of these imports has quadrupled since 1940. The Bureau of Customs of the Treasury Department reports that to July 28, the year's imports of fresh and frozen fillets, steaks, etc., of cod, haddock, hake, pollock, cusk, and rosetfish totaled 22,938,044 pounds. The year's quota under special trade agreement limitations was 17,668,311 pounds. July imports were



AROUND THE CLOCK AT ANY SPEED

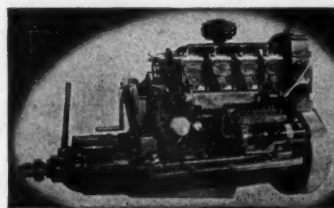


If you are a sponge fisherman, you want an engine which will idle down to 250 RPM and hold it for days at a time without crankcase dilution. If you operate a dragger, you very likely ask for full power for long hours.

Whatever work you do, the Palmer Diesel is best suited to earn your living because it has been designed to stand the roughest use.

Good engineering, and oversized parts pay off in big work dividends. Ask a Palmer Diesel owner in your own port, or write us for information.

PALMER BROS. ENGINES, INC., COS COB, CONN.



RND 4 cylinder 40 H.P.
RND 6 cylinder 60 H.P.
For marine use and stationary



RND 1 cylinder 9 H.P.
For stationary use only

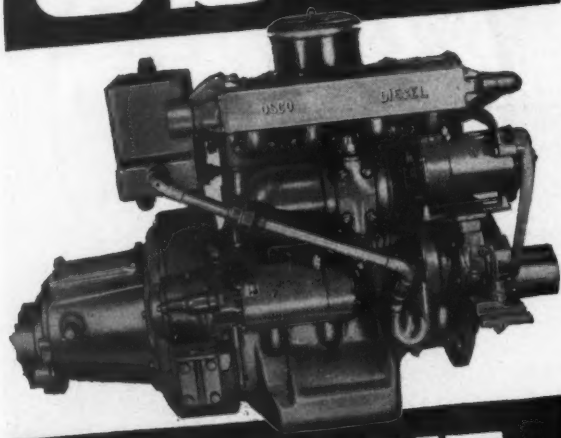
Palmer also builds gasoline engines ranging from 2 H.P. to 150 H.P. for marine use.



PALMER DIESELS

THE FISHERMAN'S FRIEND FOR FIFTY YEARS

OSCO



MARINE DIESELS

RELIABLE, STEADY, ECONOMICAL POWER for FISHING CRAFT

Diesel power means "get-there-and-back" at low cost per mile per hour.

OSCO DIESEL means few repairs, quick repairs and replacement parts when you need them.

The OSCO fresh-water cooling system with full cylinder-length jackets, bronze heat-exchangers and manual temperature controls assure a sea-going engine under every condition of wind and weather.

Eight models

2 cyl., 24-, 28-, 30 h.p.

4 cyl., 62-, 70-, 75 h.p.

6 cyl., 77-, 83 h.p.

OSCO Marine GAS ENGINES
for those who need them

Select Territory Open For
Alert Distributor—Write!

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Philadelphia 34, Pa., Dept. A

3,322,911 pounds, and the total imports for 1944 were 23,683,431 pounds.

Great Britain is now buying a large part of the Canadian, Iceland, and Newfoundland output. Usually, England gets most of its fish from Scandinavian countries and its own fleet. Presumably, it won't be long until the European fishermen are active again. Then, certainly, protection will be needed.

OCF CUT-BACK—Coordinator of Fisheries Harold L. Ickes has announced that a progressive demobilization of OCF will begin on September 30, at which time the agency's area offices at Cambridge, Mass., New York, N. Y., Beaufort, N. C., Jacksonville, Fla., New Orleans, La., and Ann Arbor, Mich., will be discontinued.

Since the War Production Board has revoked most of its regulations affecting the fisheries, and Government agencies are no longer permitted to certify registrants for deferment, these services will no longer be required of field representatives of OCF.

However, OCF will retain a small staff at its Washington headquarters for handling special problems which may arise in connection with the reconversion of the fishing industry to a peacetime basis.

Most of the area offices of OCF were staffed with Fish & Wildlife Service personnel who will now resume their former duties.

CONGRESS AID—Legislation to achieve fishery industry benefits, as detailed in the Fish and Wildlife Service's report on the "Fishery Resources of the United States" is being drafted. Senator Bailey, Democrat of South Carolina and chairman of the Senate Commerce Committee, has a staff of experts working on it.

Incidentally, much credit can be given Charles Jackson for the publication of this report. One day in 1943, Senator Bailey asked Mr. Jackson to accompany him on a three-day fishing trip. During the trip Mr. Jackson told the Senator of the difficulties faced by the industry. The Senator asked him to draft a bill to correct the evils. Jackson said he'd rather draft a resolution to tell Congress and the American people what was wrong. Preparation and publication of the report followed.

SEAWEED IMPORTANT—During the war Government scientists began taking great interest in seaweed as a raw material for food, medicinal and industrial products. This interest, according to Commerce Department authorities, will be accelerated now that the war is over. Carrageen moss is one of the most widely used of seaweed products, officials said, since it possesses a jelly-like consistency adaptable to many industrial uses. Glue is made from red algae. The most important seaweed is agar-agar, the best known of the Oriental seaweed materials, used in food and



"Every time it rains, that Limey takes a bath in the dory."

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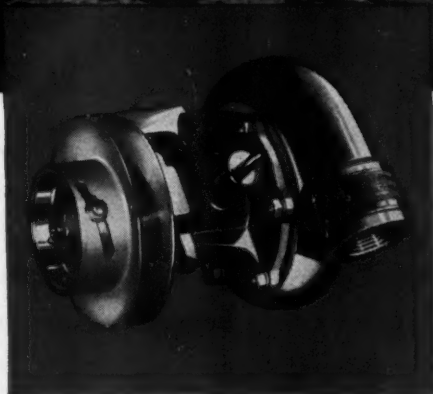
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Bringing home the menhaden

Menhaden, the fish with a myriad names . . . from "fat backs" to "bay alewives" . . . rank second only to the sardine in commercial importance. Valuable for their oil, which is used in everything from soap to synthetic rubber, they are transported direct from the boat to the boiler room of the factory, where the oil is extracted.

Marine Products furnishes vital help to the big fleets of the fishing industry, relieving hard-pressed crews of tedious chores. M-P centrifugal pumps toss out bilge water, supply water for circulation of brine, for washing down decks and for cooling engines. Built to U. S. Navy standards. See your nearest marine supply dealer or write us direct for further information.



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
This instrument not only enables the fisherman to know the exact depth beneath his vessel at all times, thereby staying over the fishing banks, — but also furnishes a permanent course record for future reference.



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medicine. The New England and California grounds are providing large quantities of seaweed stalks up to 100 feet long and the algin salts used in emulsifying agents. Seaweed products are used in making camouflage paints, latex coatings, in finishing leather, waterproofing concrete and fireproofing wood, treating boiler water, in manufacturing can-sealing compounds and other important industrial products. Commerce Department and the Fish and Wildlife Service may cooperate to develop the use of seaweed as a separate industry.

JUTE ROPE—The use of jute rope as a substitute for manila, sisal and henequen rope must be continued, the War Production Board has ruled. Navy and War Shipping Administration requirements for rope during the fourth quarter exceed anticipated production from domestic mills. There is a continuing world shortage of manila, sisal and henequen fiber. Small shipments of Philippine abaca might ease the situation in this country. Sisal production in the Dutch East Indies is still uncertain, and it is not known when supplies from this source can be made available to domestic mills.

RATIONING CHANGE—After local war price and rationing boards have completed issuance of allotments for the September-October period, OPA district offices will take over rationing of food to institutional users, including fishing boat operators. Since the district offices will need additional time to process applications for the November-December institutional ration period, they may not be able to mail the rations until after the 15th of the first month of the period. Because of this, the local ration boards have been ordered to grant an additional allowance of 25 percent for the September-October period, so that crews will have something to eat the first two weeks of November.

AIR TRANSPORT—To discuss the postwar possibilities for air transportation of fishery products, meetings were held during the week of August 13 in New Bedford, Boston, and Gloucester, Mass., and during the week of Aug. 20 in New York, N. Y., Hampton, Va., and Salisbury, Md.

Present at the meetings were members of the fishery industry, representatives of the Fish and Wildlife Service's Division of Commercial Fisheries, and Wayne University's Director of Air Cargo Research. At some meetings, airline, express company, and packaging material representatives took part in the discussions.

The purpose of these meetings was to explore possibilities for improvements in the marketing of fishery products through the use of air transportation, to consider new market potentials that would be made available by this type of transportation, and to disclose the progress made to date with experimental shipments.

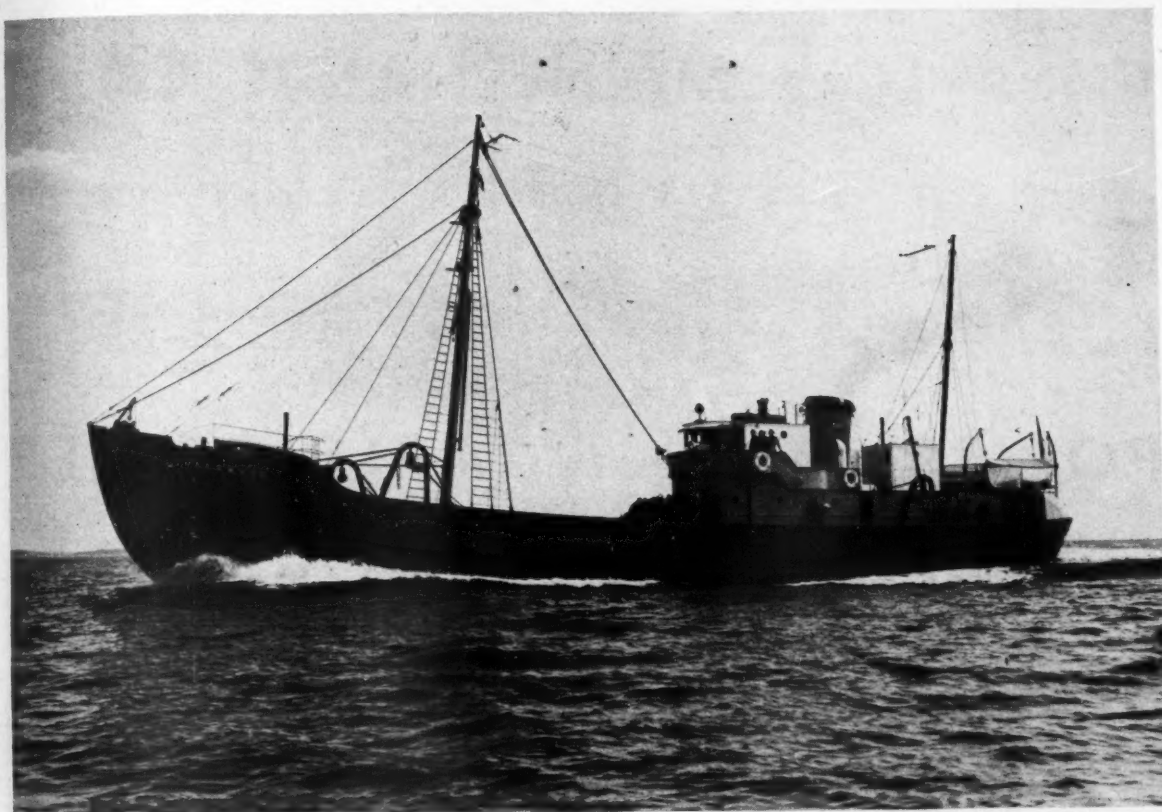
Questions arising during the discussions concerned costs of air shipments, methods of shipping, refrigerating and packaging, species of fish and shellfish suitable for air transportation, types of markets available for air cargo fishery products, and numerous other pertinent problems. Also discussed were such questions as: What types of planes will be used? Will shipments be made by commercial airlines or charter companies—or both? How will deliveries be made to and from the airports?

Generally, the discussions indicated that industry members are in favor of transportation of fishery products by air—fresh or processed—from producing areas to distribution or consumption centers. The airline officials stated that regular air shipments of fish would be made shortly, and at rates approximating rail express charges.

FROZEN HOLDINGS—Freezings of fishery products as reported by United States and Alaska firms totaled 42,656,263 pounds during July. Stocks of frozen fish and shellfish increased 21 million lbs. during the month and on August 1 reached 79,694,197 lbs. This was 30 million lbs. or 27 percent less than the stocks held on the same date in 1944 and 11 million lbs. below the five-year average for this date. Although stocks of fresh-water fish were 77 percent below those of August 1 a year ago, holdings of salt-water fish were only 23 percent less while shellfish stocks were 27 percent greater.

Reports from Boston, Gloucester, New York City, and Chicago for the latter part of July and the middle of August show that stocks increased during this period in each area. It is estimated that on September 1, total domestic holdings of frozen fish and shellfish would total between 95 to 100 million lbs.

"DELAWARE" RECONVERTS



**Famous Boston trawler rejoins fishing fleet High-Liners
after tour of duty with Navy.**

It's like old times at the Boston Fish Pier with the Booth Fisheries' trawler "Delaware" heading in from the banks, loaded to the gunwales as usual.

Powered with the same 735 Horsepower Fairbanks-Morse Marine Diesel that helped it earn big money honors in the years before the War, the "Delaware"

has just completed the first full month of her post-war fishing job with a total bag of 651,000 pounds in three trips.

This is further proof, if needed, that it takes a Champion Diesel—like a Fairbanks-Morse—to power a Champion Trawler.

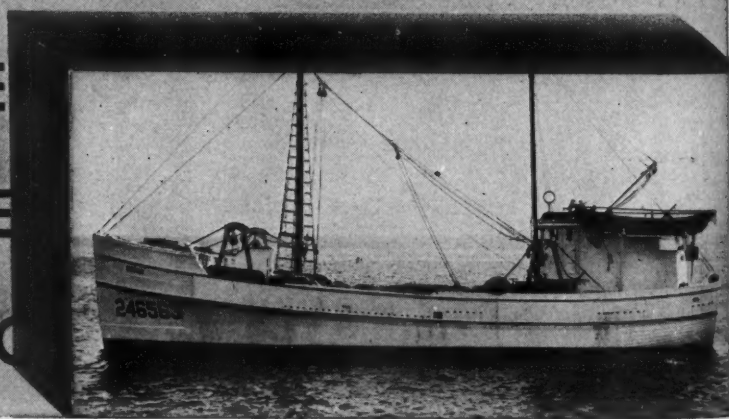
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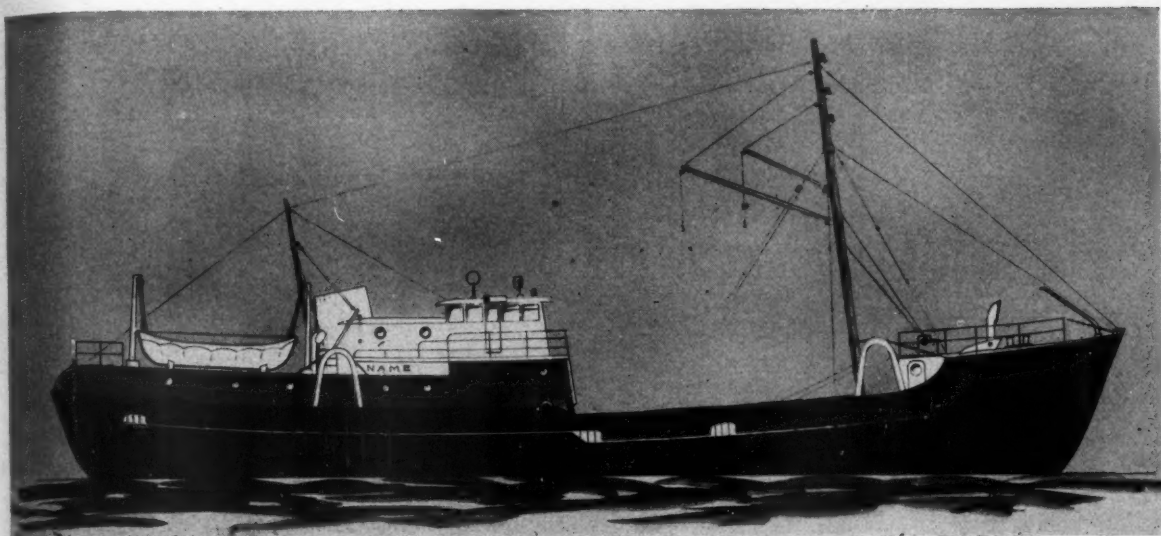
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At our request Colley-Maier, Inc. have prepared plans and specifications for medium and large size modern all welded steel trawlers. Many new improvements have been incorporated in the designs of these vessels.

Designs for fishing vessels from 75' to 240' are now ready by outstanding designers with experience in this field. Your inquiries will receive prompt attention and the many improved features of these modern vessels are sure to be of interest to you.

Shipyard men and equipment now available to build these vessels.



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SMOOTH POWER AT ALL SPEEDS



The oyster dredge "Ruby Chrystal," owned by H. K. Billups & Son, powered by a "Caterpillar" D13000 Diesel Marine Engine.

OUTSTANDING fuel economy and the ability to deliver full rated horsepower* day after day are two features that have made "Caterpillar" Diesel Marine Engines popular with fishermen from Newfoundland to Brownsville. But these sturdy work engines have other advantages that are equally important. Among them is the ability to power a craft smoothly and efficiently at every speed from low idle to full throttle. Many fishing operations call for prolonged operation at slow speed without fouling, stalling or loss of power. "Caterpillar" Diesels meet this test.

As R. A. Billups, Pres. of H. K. Billups & Son of Mathews, Virginia, puts it: "I don't see how an engine could work any better. Our D13000 runs perfectly at low throttle for oyster dredging and when the 1000-bushel cargo is aboard we can

open her up to full speed of 12 mph and get back to port in a hurry."

The record of the first "Caterpillar" Diesel Marine Engine in the "Ruby Chrystal" of the Billups fleet led to the purchase of a similar power-plant for a sister ship.

Fleet after fleet of fishing boats have changed to "Caterpillar" Diesels for the simple reason that they serve their owners better than they have ever been served before. Ask your "Caterpillar" dealer for the facts on this important subject.

*The horsepower of "Caterpillar" Diesel Engines is ALL WORK-POWER. Ratings show sustained output of a fully equipped engine—not the momentary peak performance of a power-plant stripped of fan, pumps or other necessary accessories.

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Future Oyster Production Outlook Promising

New Season's Output Expected to Approximate Last Year

THE traditional season of the oyster opened September 1, but lovers of the succulent bivalve will probably be tempered by the knowledge that no more will be available this season than last, when there weren't enough to supply the demand. There is no information to show that the supply of marketable oysters in various areas will be greater this year than it was last according to Dr. Paul S. Galtsoff, in charge of shellfishery investigations of the Fish & Wildlife Service.

However, while the outlook for this year's crop of oysters shows no improvement, Fish & Wildlife experts offered hope for the future in several sections. An unusually good setting of oysters occurred in Maryland waters this year, forecasting a good crop for 1948.

An examination of this year's oyster set in the New Haven area of Long Island Sound made on September 10 showed the general presence of a very good set. The spat, composed of individuals which set early in August, displayed very good growth and a relatively low mortality. Considering that this early set will be significantly augmented by the September one, the industry may look forward to a good supply of oysters in 1949 and 1950 from the 1945 set.

Maryland Oysters in Good Condition

The supply of oysters in Maryland waters, chief source of the mollusk, will remain at the same level as during the past year. Recent surveys made of bars in the upper Chesapeake Bay and Chester River disclose that there is a bountiful supply of marketable oysters which are of prime condition, and a successful season is anticipated. More labor will be available this season as a large number of men have returned from work in war plants and from the service.

It is not expected that many oystermen will begin operations during the first few weeks due to the heat and the fact that the demand is greater when the weather becomes cooler. Most of the tongs who make early catches transplant them until the demand increases.

Representative Roe of Maryland recently requested the Navy Department to lift restrictions on the dredging of oyster beds on the western shore of the Chesapeake Bay from Cedar Point to Point Lookout.

At a recent meeting of seafood packers and representatives of the Seafood Workers Union it was agreed that Crisfield oyster shuckers will receive 75c for shucking eight pints of oysters this season, or 85c per gallon if a nine pint cup is used. These rates must be approved by the War Labor Board. Packers say the eight pint cup will be generally used.

Virginia Supply of Fine Quality

There may be certain decreases in the supply of marketable oysters in Virginia due to increased pollution in the Hampton Roads area. It is expected that the intensity of pollution will diminish, but beneficial results are not to be expected immediately. Two or more years may be needed for restoration of marketing grounds. State controlled oyster grounds are not opened to the public until October 1, but oysters can be taken from private grounds at any time.

Oysters now on the Norfolk market in most cases are from the lower sections of Chesapeake Bay, south and north of York Spit. They are of excellent quality and should be plentiful if the necessary labor can be secured. One Virginia plant needed 250 oyster shuckers, but had been able to employ only 35 to



The oyster schooner "Maggie S. Myers" unloading oysters at Bivalve, New Jersey. Until 3 years ago she was owned by 90-year-old Capt. George B. Burt of Cedarville, who sailed her for 42 years.

40. However, as cool weather arrives it was expected that more labor would be available for the oyster industry. According to oystermen, the coming Winter will see plenty of oysters in Virginia if there is sufficient labor to man oyster boats and to shuck the oysters.

Long Island Prospects Better Than Last Year

In the Long Island Sound area prospects are better than in 1944. Dr. V. L. Loosanoff of the Fish & Wildlife Service, Milford, Conn. laboratory reports that oysters which will be marketed this year are those which set in the summers of 1940 and 1941. In both years the set of young oysters was good, and a large portion of these have grown to marketable size.

The manpower shortage, which was a major factor in halving the nation's normal oyster harvest in 1944 and 1943 is easing at West Sayville, L. I., to such an extent that by the middle of October the oyster industry may be producing at a rate approaching that of pre-war years. A freer supply of boats is also reported.

Agreeing with favorable reports of other oystermen on the labor supply, J. M. Lednum, production manager of the Blue-points Co., Inc., with plants at West Sayville and Greenport, said that the quality of the crop now being harvested is very good. He added that oysters ran small in size during the 1943 and 1944 seasons reflecting the damage done by the 1939 hurricane, but beds would be in full production this year. Oyster growers on the north shore also expect good yields.

Gulf Expects Good Production in Mobile Bay

Along the Gulf Coast the most important oyster producing areas are Apalachicola Bay, Mobile Bay, Mississippi Sound, the Louisiana marshes, and the waters of Louisiana west of the Mississippi delta. In Apalachicola Bay the prospects appear to be quite poor, according to Dr. A. E. Hopkins, who is in charge of the Fish & Wildlife Service Laboratory at Pensacola, Florida. Oyster grounds there have never recovered to any great extent from the severe mortality of 1934 and 1935. While the quality of the production should be fairly good, the quantity will probably be not much greater than last year, which was far below normal.

Following an inspection of four major oyster reefs of Mobile Bay, W. H. Bancroft, chief seafood inspector for the Alabama Conservation Department reported that the Bay will have a normal supply of oysters this season, and production will be considerably in excess of last year. While other oyster producing points in the nearby Mississippi River basin suffered from freshet conditions last Spring, the Mobile Bay area was not affected.

The oyster season in the area won't open until October 1 this year because seafood dealers have found that the oysters in the warm Bay waters don't start to fatten until that time.

Mississippi Sound is not expected to produce a single oyster except perhaps in the immediate vicinity of Biloxi. The destruction of oysters in the Sound from Biloxi westward, which was caused by the opening of the Bonnet Carre spillway in March, was complete.

The value of oyster production this season in Louisiana as a whole is estimated at seventy-five to ninety per cent of the value of last season's production.

(Continued on page 36)

Smiths Have Fished Great Lakes for 99 Years

Wisconsin Firm One of Largest Operators

COMPLETING 99 years as Great Lakes fishing operators under continuous ownership of one family, Smith Bros. of Port Washington and Sheboygan, Wis., this year expects to triple their 1944 production of 733,000 lbs. of fish.

Aided by the meat shortage and the increasing demand of the public for a substitute, Smith Bros. retail fish business prospered, and over 65% of last year's catch was sold through the firm's two Milwaukee retail stores.

The business was founded in 1846 by William Smith at Amsterdam, near Port Washington. Equipment at that time consisted of a 100' seine and one rowboat. The principal catch was whitefish, which was sold salted. Following the death of William in 1848, the company was carried on by his son Gilbert. Only assets left him were one or two seines.

In 1869 the firm of G. H. Smith & Sons was organized, and in 1889 two of Gilbert's sons, Herbert C. and Delos H. started fishing at Blakesville, eight miles south of Amsterdam. Four years later they moved to Sucker Brook, three miles north of Port Washington, and in 1896 they moved to Port Washington, where they built a new fish house. Their entire establishment was destroyed in 1898 when the Wisconsin Chair Co. burned. They were then forced to move into the Western Malleable Foundry building.

In 1900 Capt. Roy K. Smith joined his brothers, as Captain of the tug *Hope*. The business expanded, and in a few years Roy moved to Sheboygan, where he operated the tug *Elizabeth G.* and managed that branch of the firm.

The Port Washington branch continued to expand, and in 1906 the firm moved to the south side of the harbor where a fish house and ice house were constructed. In 1908 they established a retail fish store at Milwaukee, but it proved a failure. The Smith Bros. canning business also started in this year.

Herbert C. Smith retired from the firm in 1915, whereupon Lester and Oliver, sons of Delos, joined the company. The firm was then known as D. H. Smith & Sons, and started selling baby trout, weighing about one half pound each. At first they were filling orders from a Colorado company for only about 50 lbs. weekly, but later orders increased to 3,000 lbs. The fish were being advertised in Western hotels and on trains as "Rocky Mountain trout". However, other fishermen realized what they had been overlooking, and entered the market. The competition meant an end to high profits, but not before the Smiths had purchased a small boat.



Capt. Oliver H. Smith, president of Smith Bros., Port Washington, Wis.

Shortly after World War I the business boomed, and in 1918 they added another boat which fished out of Oscoda, Mich. Then apparent disaster struck in 1924 when a flood washed away all of the company's buildings and much of its equipment. The flood was on Monday, and by Friday of the same week new buildings and equipment had been purchased, and the business went on. To meet the increased demand, the company purchased another tug which fished out of Grand Marais, Mich.

Delos retired in 1930, and the business was taken over by his children, Oliver, now president of the firm, Lester, Evelyn and Hope, who formed Smith Bros., Inc. In 1933 a retail store was established at Milwaukee which proved a success, thus fulfilling the dream Delos Smith had of catching fish and selling to his own market. In 1934 the firm opened a fish sandwich shop, that later became an exclusively fish serving restaurant which now accommodates 375 persons.

The company purchased another tug in 1935, and stationed it at Manistique, Mich. They also replaced some of the older vessels. Last year the firm built the 52' welded steel fishing tug *Oliver H. Smith*.

Today Smith Bros. are the largest packers of domestic caviar in the United States and one of the leading packers of spiced fish. They have 50 employees and own 7 modern fishing tugs, miles of nets, a restaurant and retail fish store in Port Washington and two retail fish stores in Milwaukee. The Sheboygan branch, managed by Capt. Roy K. Smith, operates a fleet of four tugs, *Sunbeam I*, *Sunbeam II*, *Roy K. Smith* and *Smith Brothers*.

The firm was awarded the War Food Administration "A" flag in April of this year, being the first Great Lakes fishing concern to receive this recognition.

While regretting the end of the old days, Oliver H. Smith looks forward to the time when there will be more powerful and better equipped tugs. He also hopes to package and deliver smoked fish to the East and West Coasts, possibly by plane.

On a typical fishing trip, the *Oliver H. Smith* leaves the dock at 6 a.m. for a 35-mile run to Sheboygan reef which lies near the center of Lake Michigan. Here they hoist up 6 miles of gill nets which have been dropped 2 days before, and work for 3 hours removing the fish which have been caught. They then set new nets and head for port, arriving at the end of a 12-hour day with the catch of 1,000 lbs., sorted and cleaned and ready for washing and refrigerated storage.



An average day's catch from the "Oliver H. Smith" of Port Washington, Wis. She is powered with a 165 hp. Gray Diesel.



Laying a net over Sheboygan reef, Wisconsin, from the tug "Oliver H. Smith". Photos, courtesy Milwaukee Journal.

100 Ft. Steel "Rose Marie M." Sails from Boston

THE new 100' all-welded steel dragger *Rose Marie M.*, Capt. James V. Nickerson sailed from Boston Fish Pier on her maiden trip early this month. She was built by Wheeler Shipbuilding Corp., Whitestone, N. Y. from designs by John G. Alden and Eldredge-McInnis, Inc., collaborating, and is owned by a combination of old-time fishing operators, consisting of Peter Busalacchi, Joseph Modica and Basil Sansome, all of Boston, who are operating under the name of Suffolk Fish Company.

Features of the new vessel are: the exceptional capacity of fish hold, the modern mast and equipment for handling fish and the fishing activities, the spacious quarters for officers and crew, and the exceptionally large and roomy engine space.

The *Rose Marie M.* is equipped with "New England" model WD-700 trawl winch, power take-off, deck equipment and "New England" No. 768 electric fish hoist. The vessel has Kelvin-White compass and binnacle, Submarine Signal Fathometer, and RCA radio telephone and direction finder. Malleable Steel Mfg. Co. furnished the oil-fired galley range, and the two metal life boats with full deep-sea equipment are of Lane make. Other equipment includes Danforth anchor, Columbian propeller, Viking and Worthington pumps, and Bromfield shaft, rudder and bearings.

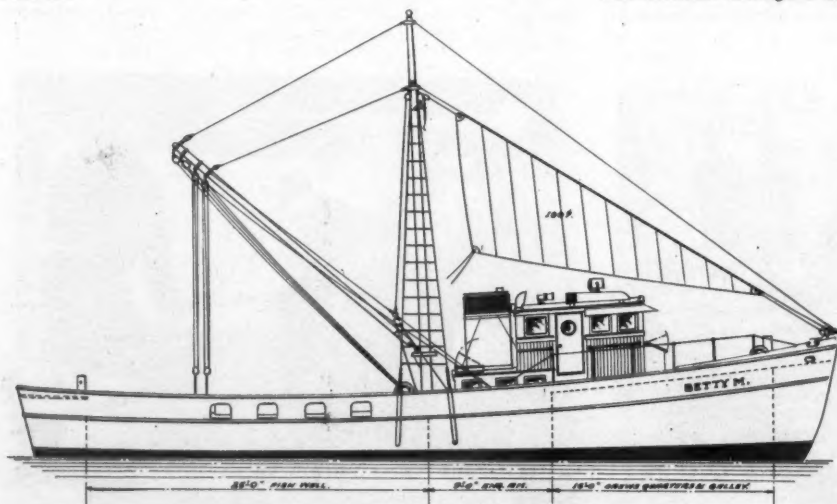
Main propulsion power is furnished by a 400 hp. Atlas Imperial direct reversible, air starting, 6-cylinder, 13 x 16 Diesel, with front end power take-off for driving the winch. There is also a 5 kw. belt driven tail shaft generator.

Auxiliary power is furnished by an 8 hp. Deseco Lister-Blackstone Diesel set, with 5 kw. Imperial generator, 21 cu. ft. Curtis air compressor and 2" Marine Products Co. fire and bilge pump. The unit is fresh water cooled with a Ross heat exchanger.

A sister ship, *Nina B.* is expected to be launched during September, which will be operated under the name of Capital Fish Co.



The "Rose Marie M." at Wheeler Shipbuilding Corp., Whitestone, N. Y.



57' dragger design by William H. Millett.



Left to right: Peter Busalacchi, Joseph Modica, Rose Marie Modica and Basil Sansome at the "Rose Marie M." launching.

Boston Firm Orders Two 141' Trawlers

ATLANTIC Coast Fisheries Co. of Boston is having two 141 ft. steel trawlers built by John H. Mathis Co., Camden, New Jersey. The vessels are of Colley-Maier design and will be powered with 800 hp. Fairbanks-Morse Diesels. Delivery is scheduled for the first of next year.

"Medford" Sails, Tie-Up Ended

The trawler *Medford*, the vessel whose crew set the issue resulting in a dispute which tied up Boston's fishing industry for two weeks with a loss of 6,000,000 lbs. of fish, sailed on September 14, thus ending the strike. The vessel sailed on WLB orders after boat owners and the Atlantic Fishermen's Union had agreed to abide by a decision as not yet announced.

The dispute was caused by a demand of the Atlantic Fishermen's Union for \$10 a man per day stand-by pay when the *Medford* was tied up for repairs beyond its scheduled sailing date.

57 Ft. Twin Screw Design

THE accompanying profile shows an interesting type of off-shore dragger designed by Wm. H. Millett, naval architect and marine engineer, 5711 26th St. N., Arlington, Va. She has an overall length of 57', beam of 17' and draft of 7'6", and can be built in either wood or steel. The boat has plenty of sheer and is fairly low aft for handling the equipment.

Quarters are under the raised deck forward with a ladder to the pilot house, and consist of a large fo'c's'le with berths and lockers for six men, and good sized galley at after end, with toilet room on the port side. The pilot house is of good size, and extends over the high engine trunk aft, allowing for an inside entrance to the engine room in addition to the outside entrance through a hatch in the engine trunk. The trunk has a well proportioned stack and plenty of windows for light and air.

Two Diesel engines with reduction gears, driving separate screws for reliability and ease in handling, are provided. Each engine would develop about 115 hp. at 900 rpm. and give a speed of 12 mph. All controls lead to the steering position in pilot house.

About 1000 gallons of fuel are carried in the engine room, as well as an auxiliary lighting set, refrigerating plant for the fish hold, and an adequate fire extinguishing system.

The after part of the boat is given over to a refrigerated fish hold properly insulated, and drained, which has a capacity of about 20 tons. An electric winch on deck is provided for the net hoisting, and there is a small steadying sail.

Steel Deck House with Galley on 87 Ft. "Hazel B."

WITH 110 guests aboard, the new 87' wooden dragger *Hazel B.* made a successful trial run 20 miles East South East of Boston Lightship on September 6. A set of the net was made, followed by a 15 minute tow, which produced a sample catch. The cruising speed of the vessel averaged 9½ knots, and everything about her performed to the entire satisfaction of skipper Alphonse Daley and his crew.

The new dragger is owned by Walter Benson and Albert Doney of the Bendon Fishing Company, Chelsea, Mass., and was built by Reid's Shipyard, Inc. of Winthrop. Her hull lines and offsets are from John G. Alden designs, while Reid planned the arrangement and machinery lay-out. She has a beam of 21'6" and draft of 10'6", and a capacity of 170,000 lbs. of fish.

The vessel is planked with 2½" hard pine except for the 3" oak garboard, decked with 2½ fir and fitted with oak finish and all-oak doors.

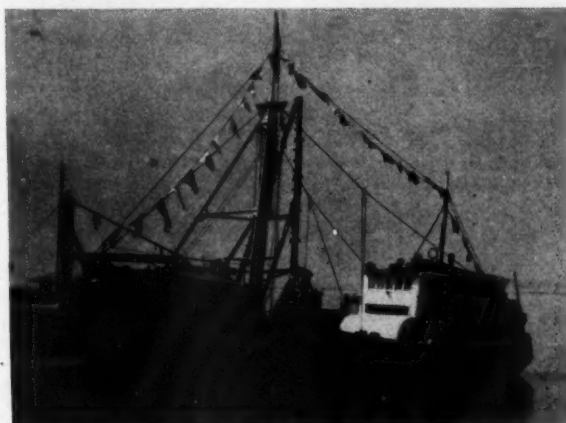
The unique feature of the *Hazel B.* is her streamlined steel deck house which was fabricated by Dagle & MacMillan Co. It has an overall length of 36' and width of 10' and is made with welded 3/16" steel plate for the outside and bulkheads, placed over 3" x 2" x 1/4" angle frame members. The weight of the steel used is approximately 10 tons, which is said to compare to about 8 tons for equivalent construction of wood. A steel house has the advantages of added strength, deck support and tightness.

The *Hazel B.* house is placed on sills over the deck beams giving a 14" thickness of wood through which anchoring bolts are placed. Hangers are welded to the house on each side fore and aft for easy removal by a crane if it is desired to take out the engine.

The house has a 1" Mastic floor covering which is cemented to the deck on welded tabs 8" x 1" to give a bond and lock in place. The interior side of the steel has a coating of granulated cork blown on a glued surface, which prevents condensation and insulates against heat and cold.

For the first time in a dragger of this size, the galley is placed in the deck house. It is compactly arranged in a length of 16', having seats for 6 men. There are seat lockers for canned stores, and walk-in lockers for dry goods and vegetables, a Seeger electric refrigerator and stainless steel sink. There is a hood with Willis electric blower over the Shipmate range. A toilet and wash room is located aft and there are doors to the deck on each side as well as an entrance to the Captain's stateroom and companionway to the engine room and after quarters below.

The stateroom has a sink and double berth for the Captain and mate and connects with the wheel house, which is unusually spacious, having drawer and locker space, ample visibility all around and a wide shelf forward of the wheel in which there are two openings for signalling to the winch operator, directly below. The winch is located inside of a forward projection of the deck house, having a removable cover. The operator stands in a protected deck level position, entered from either side and provided with ample visibility through forward shutters.



The 87' dragger "Hazel B." built by Reid's Shipyard, Inc., Winthrop, Mass.

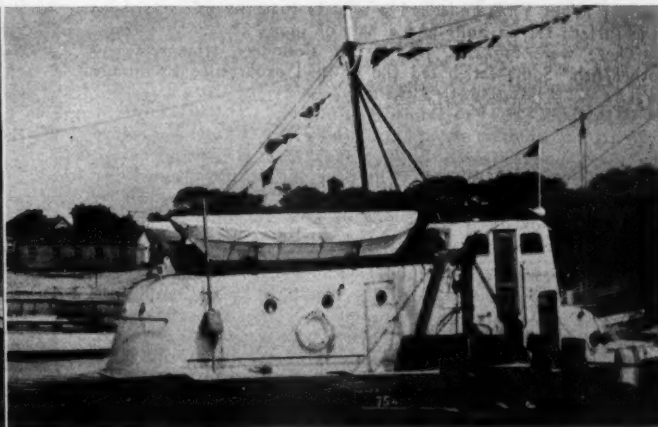
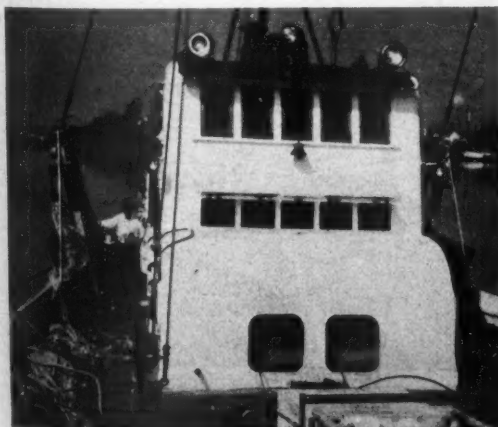


Left to right, Capt. Alphonse Daley, cook John Sampson, chief engineer Leo Bennett and assistant engineer Gilbert Bennett of the "Hazel B."

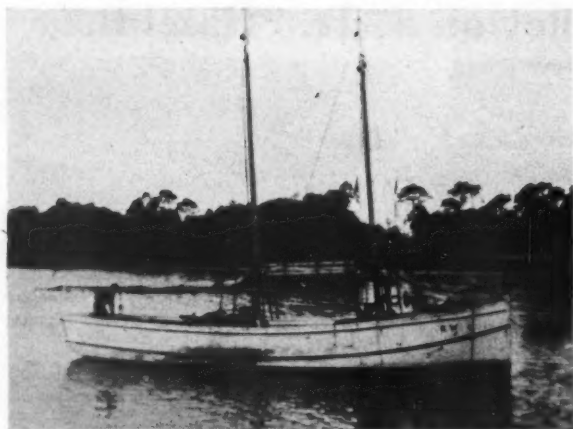
The *Hazel B.* has a "New England" Model C, 425 fm. 5/8" wire capacity, spur gear driven winch with bevel gear box operated from a "New England" power take-off incorporating a Twin Disc clutch. The fish hoist is a "New England" 5 hp. No. 768 model.

The vessel is fitted with steel tripod mainmast and steel after mast with boom to handle the life boats. She has 6" gallowes frames, blocks with 11" sheaves, 8'6", 1000 lb. trawl doors, and steel fish wash box with round edges and drain grating, all furnished by Dagle & MacMillan.

(Continued on page 42)



Left, the pilot house of the "Hazel B.", under which is the enclosure for the winch; right, the vessel's stream-lined steel deck house.



The 34' x 11' x 4' "R. W.," owned by Niceville Fish Co., Niceville, Fla., is equipped with a 30 hp. Fairbanks-Morse Diesel.

Mississippi Shrimping Season Opens With Good Supply

THE opening of the shrimp season in Mississippi was on August 15, and 150 or more Biloxi trawlers went out to catch the sea food. Many boats went into Louisiana waters. Shrimp are reported small along the Coast, but larger in outside waters.

The boats are all in excellent condition for the season. They have been freshly painted and have had new equipment installed. There also are some additions to the fleet.

Biloxi shrimp boats have been working in waters from 3 to 10 miles offshore, and are bringing in shrimp running 25 to 30 to the pound. Mavar Fish & Oyster Company, Biloxi, stated that factories were receiving a good supply of shrimp, and that if the catch continued favorable the season would be a good one.

Shrimp canneries have the largest supply of seafood since 1940, but are experiencing a serious shortage of labor. An estimated 500 workers were employed by Biloxi canneries the end of August, whereas about 1,500 could be used.

Parks Seafood Co. Begins Operations

The Parks Sea Food Co. of Gulfport, Miss., began operations in their new factory on West Pier August 16th. The business, operated by W. L. Parks, is at present handling raw headless and frozen shrimp. An unloading pier for boats has been constructed alongside the factory.

Catch Fish Near Surface

Fishermen report the catching of hundreds of fish along the West Beach section of Biloxi August 9th. The fish were near the surface and were very weak as though stunned. Bill Kornman, who was crabbing in the vicinity, used a drop net and caught about 50 flounders. He reports that the fish stayed on the surface for an hour and a half or more.

There were croakers, oyster fish, flounders, stingarees and other fish. Some attributed the unusual occurrence to muddy waters.

Fire Damages "Ruth M."

A recent explosion aboard the fishing vessel *Ruth M.*, owned by the Union Fisheries, Biloxi, caused a fire resulting in approximately \$4000 damage. The boat was in the channel one half mile from the Biloxi Coast Guard Air Station when the explosion occurred. The burning vessel was sighted by a coast guardsman at the station, and three vessels went to the rescue.

Jordan New Seafood Commission President

Naif Jordan, member of the Mississippi Sea Food Commission for three years was elected president of the organization on September 3, to succeed M. H. Dees, whose term has expired. Reece Bickerstaff and John Sekul were elected attorneys for the Commission, and W. F. Elmer was reelected secretary.

Deeper Channel at Biloxi Seafood Co.

A dredge started operations on August 29 at the Biloxi Seafood Packing Co., Biloxi, on making a channel 500' in length,

Florida to Have Quick Freeze Facilities at Panama City

THE Lokey Ice and Cold Storage Co. and the Standard Ice Co. of Panama City expected to start construction on quick freeze units for commercial fish and seafood the week of August 26. The units, both of which are expected to be in operation within four months, will have quick freeze facilities for handling 18,000 lbs. daily, and there will be cold storage facilities for 400,000 lbs. of fish. It is expected that the new facilities will conserve large catches, and furnish markets not heretofore provided for fishermen.

Fort Pierce Restrictions Relaxed

Reduction of training for amphibious operations at the Fort Pierce base has made possible the lifting of fishing restrictions on all waters adjacent to the South Island, effective September 5. Restrictions are also lifted on the waters of the inland waterway south of the inlet channel and ocean waters. North Island restrictions will be continued.

Contest for Authority over Lake Okeechobee

Contest for authority over commercial fishing and seining in Lake Okeechobee loomed on August 24 with the announcement by Commissioner Earl Ricou of Belle Glade that he would put into effect a directive that commercial fishermen no longer can seine or trap scaled fish from the lake, even though it is termed a salt water area.

Commercial fishermen said that they would continue activities under direction and orders of the State Game and Salt Water Fish Commission rules, and invited arrest to test the question of authority.

Fishermen Rescued After Drifting Six Days

J. C. Garrison of Bradenton and James Campbell of Cortez were rescued recently after drifting in their disabled boat off Englewood for six days. They are employed by the Gasparilla Fish Co., and had left on a trip to the grouper banks. When they failed to return at the expected time, a search was made, and they were picked up by a fishing boat.

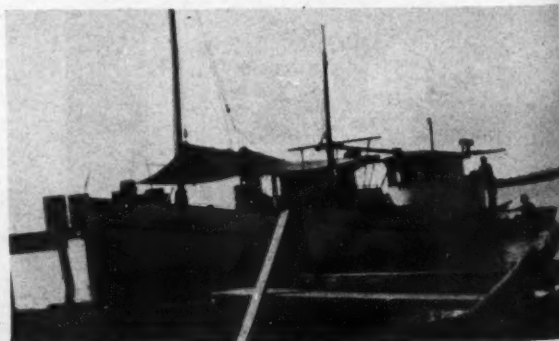
Sponge Sales Gain

Tarpon Springs sponge sales through August 7 of this year were \$2,121,936.43 against a 1944 total of \$1,943,380.69 to the same date.

75' wide and 15' deep. Paul Halat of the Company stated that the new channel would be a great benefit to the plant, which requires deeper water in order that its boats may dock. In the past many of the boats have been unable to dock except when the tide was high.

New Quick Freeze Plant at Gulfport

The new \$52,000 quick freeze plant of the Gulfport Quick Freeze Co., Gulfport, was expected to begin operations the early part of September. The plant has two freezing rooms with 24,000 lbs. daily capacity, and cold storage space of 300,000 lbs. Several seafood packers have indicated that they will make use of the facilities.



At left, the 50' x 15'7" x 3' "American Beauty", owned by Capt. Vincent T. Rosetti, Jr., Biloxi, Miss. Equipped with an 80 hp. Minneapolis-Moline semi-Diesel, Hyde propeller and Willard batteries.

Texas Fisheries Suffer Hurricane Damage

THE tropical hurricane which swept the Texas coast from Port Isabel to Galveston from August 25 to August 28 inflicted tremendous damage to fishing vessels in all ports in the wake of the storm. In the Rockport area where craft damage was especially heavy, attempts to get larger boats into the water had not succeeded as September began, and the only course left for boat owners was to get a drag line and dig into the boats. Smaller boats which washed ashore in Saint Charles and Copano Bay have all been removed. Fishery shore plants were also damaged, and some of the principal ports of the shrimp fleet were completely submerged by the tides.

The shrimp trawler *Aneta* and her owner-skipper Glen Smith of Aransas Pass were lost on August 25 when the vessel capsized and sank in the hurricane.

The 42' *Columbia* with skipper E. W. Haney and Harry Moore aboard, presumed lost in the hurricane, was towed into Port Isabel on August 30 by a pilot boat. The vessel set out for the snapper banks off the Mexican Coast on August 20. Her engine and batteries were put out of commission by the heavy seas and torrential rains, and both anchors were lost. The crew made sails out of bed sheets and blankets, and were sailing for Port Isabel when they were sighted by a banana boat which took them in tow.

The opening of the Fall shrimping season in inland salt waters and bays on September 1 lacked the usual activity manifested at this time since a large percentage of Texas boats were still in port awaiting repairs from storm damage. Some vessels were on the beaches, and a shortage of labor and equipment was expected to keep them there until the new season was well under-way.

However, Rockport area fishermen were of the opinion that the storm improved the fishing outlook. Three channels across Padre Island which connect Laguna Madre to the Gulf were cut, and the best fishing in years is anticipated. The three outlets cleared were North Pass, one half mile wide; Cedar Bayou, 1,000 feet wide; and Vincent Slough, 1,000 feet wide.

Nonresident Tax and Reciprocal Agreement

Repeal of a recently passed Texas law which imposed a tax of \$2500 on nonresident fishing boats and a reciprocal shrimp fishing agreement between Texas and Louisiana are badly needed to end the current and future shrimp shortage in towns along the Texas Gulf Coast, according to Marshal V. Clark, Houston, of the Salt Water Division of the Texas Game, Fish and Oyster Commission.

The reason for the shortage is that the main facilities for shrimp fishing are some 400 shrimp boats owned by Louisiana residents, who find it unprofitable to pay the new \$2500 boat tax in addition to paying original State taxes of \$200 for each of the three men who are members of the boat crew, \$15 for a trawl and the regular \$3 boat license. All these sums cost the nonresident shrimp fisherman a total of \$3118.

Under present fishing conditions the Texas coast is producing at the rate of 18,000,000 lbs. of shrimp annually, which, if fished properly, would produce in excess of 40,000,000 lbs.

Changes in Laguna Madre Fishing Regulations

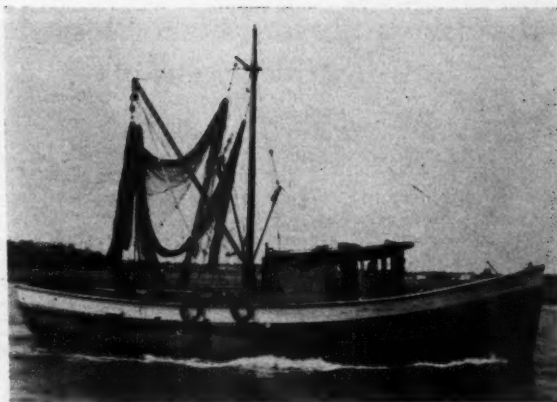
Effective September 1st all restrictions on the use of nets or seines north of a line extending from the drainage ditch at Laguna Vista, across Laguna Madre due east and west to a point on Padre Island, four miles north of the North Brazos Santiago Jetties, have been removed. However, south of this line all types of net fishing are outlawed, fishing in the area being limited strictly to pole and line.

Restrictions as to drum in the area have been removed. Any size of this species can now be caught and marketed. However, after the first of September it will be illegal to take redfish under 14 inches or over 35 inches in length.

Red Snapper Production Increases

During July, 1,245,125 lbs. of marine products were produced on the Texas Gulf Coast. Of this amount, 869,802 lbs. were shrimp, 129,642 lbs. trout, 83,611 lbs. redfish, 69,287 lbs. drum, and 29,268 lbs. mullet. The shark catch amounted to 5,770 lbs.

Red snapper fishing during July was better than for some months past. During the period 11,283 lbs. of snappers were sold to Texas fish houses.



The 46' x 14' x 5' "Edna Beth", recently sold by Lawrence Nelson of Smith's Point, Texas to Sam Murillo of Galveston. She is powered by a 143 hp. Chrysler marine engine turning a 32 x 22 Hyde propeller, and makes a speed of 11 mph. The vessel is equipped with Willard batteries, Plymouth rope, Linen Thread nets, and uses Gulf lubricating oil.

Jewell Now Commands "Midway"

Berger Jewell, who recently lost his fishing boat *Sea Wolf* when the vessel ran aground while shrimping along the coast of Padre Island, is now skipper of the *Midway*, owned by the Gulf Coast Fisheries.

North Carolina Shrimpers Offshore

SHRIMP boats began bringing in shrimp from outside waters on September 4 after having a good season in inside waters. Several boats shrimping in inside waters recently landed from 500 to 600 pounds.

Boats returned to Morehead City and Beaufort early this month with good mullet catches. Catches of 50,000 and 60,000 lbs. were reported.

Shrimp Trawler "Buffalo" Burns

The 39' shrimp trawler *Buffalo*, owned by Pomphretta Swain of Southport and operated by Capt. J. J. Pigott and Joe Suggs, was completely destroyed by fire on August 17 while en route to the trawling grounds.

Gas from the engine had accumulated on top of the bilge water and became ignited, setting fire to other gas and oil about the engine. The two men managed to maneuver the boat to a nearby shoal, where they were picked up. Both received severe burns.

New Plant at Manteo

Plans are being made by A. H. Ward for the establishment of a new modern ice plant in Manteo, which will provide ice for fishermen of Manns Harbor, Mashoes, Stumpy Point and Nags Head.



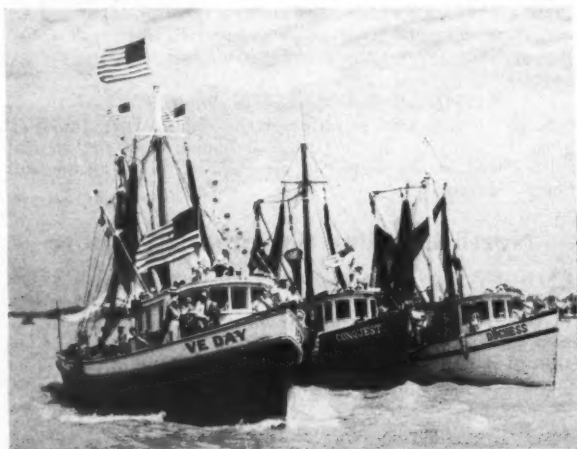
The 43' x 11' x 4' shrimp and fish runboat "Clara Belle", at the plant of her owner, V. Taylor Packing Co., Sealevel, N. C., managed by A. B. Taylor. The Company, established in 1894, is one of the largest packers of salt mullets. A supply store is operated, handling Texaco oils.

Louisiana Shrimp Fleet Blessed in Colorful Ceremony

MORE than 200 shrimp trawlers of the Morgan City, Berwick and Patterson fleets were blessed by Fathers Jules Toups and Bernard Mistretta aboard the flagship *Bataan*, owned by Felice Golino of the St. Johns Shrimp Co., in a picturesque ceremony in Berwick Bay on August 26. The occasion was the tenth anniversary of the founding of the \$3,000,000 jumbo shrimp industry, and the first big celebration since the beginning of the war.

The blessing of fishermen's boats dates back to the Ancient Breton custom of asking the benediction of the church on any vessel about to make its maiden voyage, and was not revived in Louisiana until 1938 when the number of shrimp trawlers began to make a sizable fleet.

Following the conclusion of the blessing more than 200 trawlers, averaging 50 passengers apiece, staged a water parade led by the Prawn Company's *Reckless*, which carried Lieutenant-Governor Emile Verret, Harry Johnson, head of the Louisiana



Three shrimp trawlers in the Fleet Blessing water parade, the "VE Day" owned by St. Johns Shrimp Co., and the "Conquest" and "Duchess", owned by Versaggi Shrimp Co.

Department of Commerce and Industry; and John G. Appel, Commissioner of the Department of Wildlife and Fisheries.

A coronation ball was held with Miss Evelyn Jensen, daughter of Capt. and Mrs. O. M. Jensen, as queen, and Bertoul Cheramie, Jr., son of the owner of the Morgan City Packing Co., as king.

The celebration was sponsored by the Gulf Coast Seafood Producers Assn., and was in charge of P. A. LeBlanc, secretary-treasurer of the organization.

Shrimpers Vital in U-Boat Fight

A recent report by the Navy discloses that Gulf shrimp trawlers played a vital role in the fight against German U-boats during the early war months of 1942. The report reveals that the shrimpers rescued 311 seamen from drowning following ship sinkings. The trawlers also served as valuable listening posts in spotting positions of the subs.

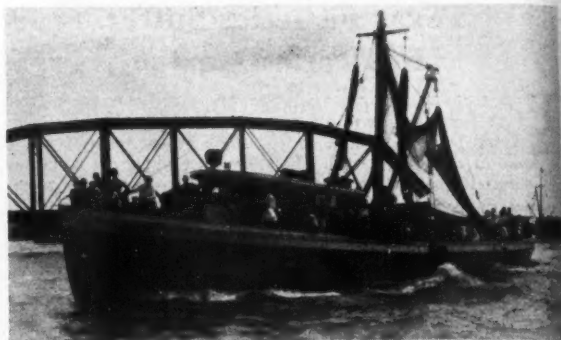
DuLarge Quick Freeze Plant

The new, modern quick freeze plant of the DuLarge Packing Co., Theriot, La., was completed recently. It has a capacity of up to 20,000 lbs. of seafood per day, and will employ approximately 100 persons. The plant will quick freeze headed shrimp in five pound packages for shipment.

New Iberia Fish Industry

The fish business in New Iberia, La., will amount to at least \$300,000 this year, according to figures released by the two local docks. These docks report that one of the largest fish runs during the past ten years is now underway. During the past few weeks an approximate average of 16,000 lbs. of fish has come in daily from the Atchafalaya basin to New Iberia's two fisheries.

E. J. Debusse, owner of the New Iberia Fisheries Co., stated that he believed his Company's catch would be approximately \$150,000 against a gross business last year of \$122,000. The Company operates five boats.



The 100' shrimp trawler "Donaldo" with a load of guests at the Blessing of the Fleet. She is owned by Jules F. Vidos, Morgan City, La., and skippered by Capt. John Vidos. Originally a yacht, the vessel was recently converted for fishing following Government service.

Ewell Hebert of the Catahoula Lake Fish Co. estimated that the daily landings from his Company's two boats would average 2,000 lbs. on an annual basis. He expects a gross of \$150,000 this year against \$111,000 last year.

Little Caillou Fleet Blessed

Eighty-five newly-painted and recently repaired shrimp trawlers of the Bayou Little Caillou fleet were blessed on August 8th. The ceremony is an old custom in which the trawlers in the shrimp fleet are blessed before the beginning of each season.

N. C. Boats Fishing Out of Morgan City

Two of the several large new trawlers which will comprise the Morgan City shrimp fleet of Lewis J. Hardee, Southport, N. C., have been completely outfitted, and started shrimping the week of August 20. One is the *Southport*, which is commanded by Capt. Eunice Varnum of Supply, N. C., and the other is the *North Sea*, commanded by Capt. Clarence Varnum, also of Supply.

Another North Carolina boat just completed and now starting operations in Louisiana is the 62' x 18' *Tar Heel*, owned and operated by Capt. Ashley Galloway of Supply. She is powered by a 170 hp. Superior Diesel.

A & J Co. to Operate out of Abbeville

The A & J Seafood Producing Co. expected to start operating a fleet of large trawlers out of Abbeville by September 1st. The Company will operate from two docks on the Vermilion River, and will use ice facilities of the Louisiana Public Utilities Co.

The deepening, straightening and widening of connecting streams included in the Teche-Vermilion Waterway Project has facilitated navigation in the Abbeville area.



The 59' shrimp trawler "Bataan", flagship of this year's Blessing of the Fleet, showing the clergy in the act of blessing. She is owned by Felice Golino of St. Johns Shrimp Co., Patterson, La., skippered by Capt. E. C. Barnett, and powered by a D13000, 115 hp. Caterpillar Diesel with Twin Disc 2:1 reduction gear and 40 x 32 Columbian propeller.

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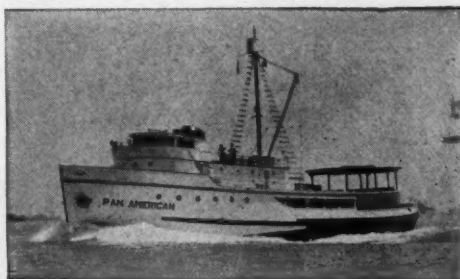
Perhaps that's why the designer and well-known Pacific boat builder, Anthony Martinolich, specified Sperry equipment aboard his new super tuna clipper, *Pan American*. He knew that on this long run the

fastest time could be made by steering straighter courses.

With the Sperry Gyro-Pilot at the rudder and the Sperry Gyro-Compass in command of the course, the *Pan American* can make her cruise in record time. Not only is time saved, there is a double economy—fuel!

Besides automatic steering with "Metal Mike," the Sperry Steering System permits hand-electric and emergency-hand steering through shafting and cable. An Electric Rudder Indicator provides a positive indication of rudder position at all times. Two 12-inch Incandescent Searchlights complete the Sperry equipment aboard the *Pan American*.

If you're thinking of new ships, remember that Sperry equipment can help make them more profitable.



The 149' 8" super tuna clipper *Pan American*, fishing for Sun Harbor Packing Company, of San Diego, has Sperry Gyro-Compass, Sperry Gyro-Pilot, Sperry Steering Engine, Sperry Searchlights, and Sperry Electric Rudder Indicator equipment.

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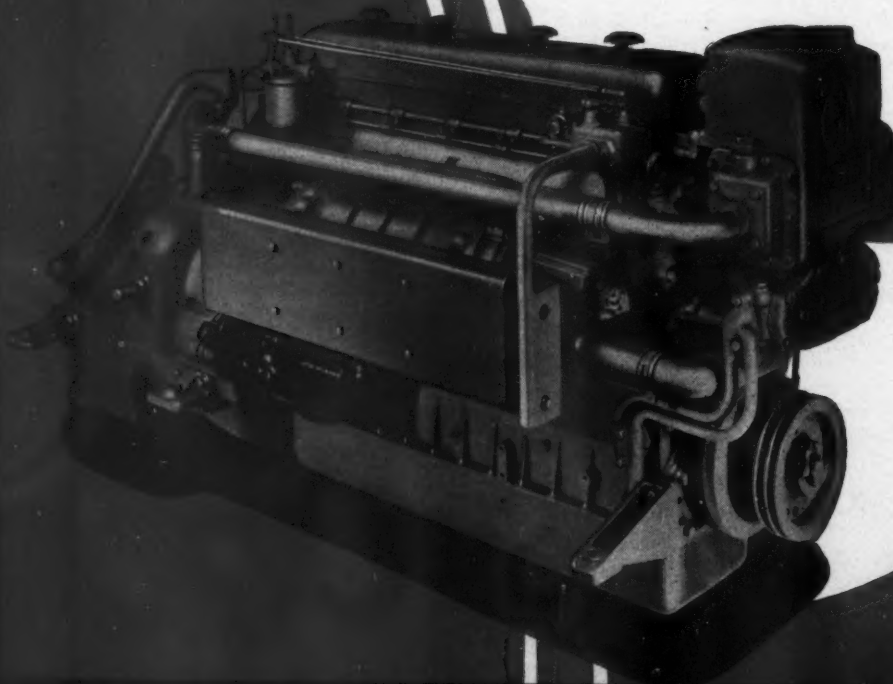
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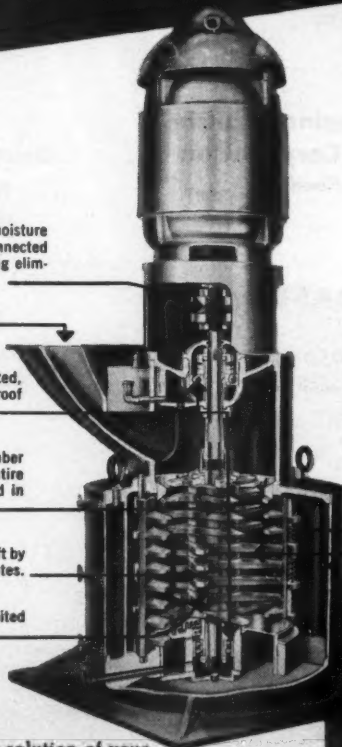
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Maine Shipyard Launches Dragger for Boston

THE 77' dragger *Catherine B.* owned by John Bruno of Boston was launched by Waldoboro Shipyard, Inc., Waldoboro, Me., on August 25, being christened by Miss Bridget Benevente. The vessel was built from a model developed by the yard and is a duplicate of the *Little Nancy*. She has a beam of 18' and draft of 9'6" and a capacity of 110,000 lbs. of fish.

Frames are double 4" oak on 18" centers, decking is 2 3/4 x 3 3/4 vertical grain Oregon fir and planking is 2" long leaf yellow pine with the exception of the sheer strake and garboard which are of oak. Unusually long lengths of planking and decking, running up to 38' on deck, have been used, which give added strength and produce a vessel with comparatively few butts. She is galvanized fastened, and has a flush deck. The 350 gal. water tank is made from clear California redwood tank stock.

A new feature is the use of Young pilot house windows which have bronze sash, extra heavy glass and a special opening device that permits them to be adjusted to any amount of opening.

The *Catherine B.* has accommodations for 8 men in the fore-cabin, which has a Shipmate range, in addition to the Captain's stateroom quarters and engineer's berth off the engine room. Hathaway furnished the winch, which operates through a Kinnery clutch, and is equipped with Roebling wire rope. The 5" gallows frames, bollards, blocks with 9" sheaves and 7' trawl doors for dragging from either side were made by Dagle & MacMillan. The vessel is ketch rigged, and carries 2500 gals. of fuel oil in 4 tanks.

Propulsion power is supplied by a 155 hp. Atlas Diesel which swings a 53 x 40 Columbian propeller on a 4" bronze shaft with Goodrich Cutless bearing. The engine has a Love muffler and Penn Electric lube oil alarm switch, and operates a 3 kw. Imperial tail shaft generator. Auxiliary power is from a Deseco Lister-Blackstone 8 hp. Diesel unit with 5 kw. Imperial generator, Curtis compressor and Goulds pump. There are two No. 2 Edison deck pumps. Belt driven niggerheads, made by the yard, are provided for hoisting out fish.

The vessel has a Bludworth direction finder, Submarine Signal Fathometer and Ritchie compass, and her wooden rudder has a bronze flange and bronze rudder post.

Landings Show Increase

The value of Maine fish and shellfish landings for the month of July almost doubled that for the same period of 1944. Fishermen grossed more than \$1,600,000 during the month, as compared to \$900,000 for the previous July. Of the total gross, lobsters accounted for more than \$800,000, with a production of 1,668,349 lbs.

Other high-line landings for the month were 3,921,970 lbs. of redfish valued at \$133,346. Herring set a new July high with 12,548,480 lbs. valued at \$179,264. Tuna also hit a new high with 254,072 lbs. landed during the month, most of this poundage being landed in Sagadahoc County. The quahog diggers at Maquoit Bay harvested 129,060 lbs. valued at \$4,302.

A newcomer to the list was sea moss, of which 500,000 pounds was raked in Casco Bay and brought to Small Point.

Reduce Sardine Set-Aside

Effective August 14, the set-aside on Maine sardines was reduced from 80 to 65 percent. This will give packers an opportunity to pack a larger proportion of the better grades on which the price is higher than on those wanted by the Government.

The total pack of Maine sardines up to and including August 11, was 1,490,000 cases, or 83 percent of the production last year to that date.

On the basis of present conditions, it is estimated that the pack this year will reach a total of 2,500,000 cases. While this will be 500,000 cases short of the record for 1944, it still represents a very good year's production since the average output prior to 1941 was 1,700,000 cases.

Heavy Catches at Rockland

Heavy fish catches poured into Rockland during the week of August 20 and on August 27. Among trips landed at the F. J. O'Hara plant were the following: *Helen Mae II*, Capt. Frank Ross, 101,578 lbs. groundfish and 2,200 lbs. redfish; *Helen B.*, Capt. Le Blood, 66,000 lbs. redfish and 4,015 lbs. groundfish;



The 77' dragger "Catherine B." at Waldoboro (Me.) Shipyard.

and *Iva M.*, Capt. Jay Murphy, 56,000 lbs. redfish and 6,568 lbs. mixed.

Trips at Feyler's Wharf included the following: *Althea Joyce*, Capt. Donald Joyce, 75,000 lbs., mostly groundfish; and *Muskegon*, Capt. Arthur Bain, 35,000 lbs.

Harris to Construct Lobster Pound

The Harris Cove Packing Co. of Harris Cove is constructing a pound to handle up to 150,000 pounds of lobsters. The pound will be formed by building a 200-foot dam of plank and gravel, tied to the shore with cement at each end, and enclosing a small cove which is well suited for the purpose in size and shape.

Rubber Suction Plunger for Clam Digging

For over 300 years, Maine's professional clammers have assumed that the only way to dig for clams was with a short rake. Recently Mr. and Mrs. Stephen L. Higgins of Sanford began digging the clams with a common rubber suction plunger. In the time it takes the uninitiated digger to gather several dozen clams, they had two bushels. The current price is \$4 a bushel.

Lamoine Lobster Station Approved

The War Production Board has approved the application of the Maine Sea and Shore Fisheries Department for permission to start construction of a lobster rearing station and hatchery at Lamoine.

"Saturday Evening Post" Lobster Story

The August 25 issue of the *Saturday Evening Post* contains an article entitled "That Delightful Chump, the Lobster", which is illustrated with color photographs of the Matinicus Island lobstermen at work. It tells of the work begun in 1938 at the lobster rearing station at West Boothbay Harbor, and discloses how to buy and prepare the aristocrat of the sea.

Thomas T. McKinney Retires

Thomas T. McKinney, hatchery superintendent, has retired after 35 years of service with the Sea and Shore Fisheries Department. From the time he entered the Department until his retirement, Mr. McKinney has been identified with lobster propagation.

Newbert & Wallace Building Party Boat

Fred Blaha of Guilford, Connecticut is having a 42' party fishing boat built by Newbert & Wallace, Thomaston, Maine which will be powered with a 100 hp. Lathrop gasoline engine.

Harbor Supply Oil Co. Superior Distributor

Harbor Supply Oil Co., Inc., 39 Portland Pier, Portland, Me., has been appointed State of Maine distributor for Superior Diesel engines. A complete line of parts will be carried in stock, and a service department has been set up in charge of Ralph Bailey, service manager. The company is also handling Chrysler marine engines and parts. Harbor Supply Oil is a subsidiary of Sargent, Lord & Co., of which Ralph A. MacLean is president.

Building Lobster Smack at Waldoboro

Waldoboro Shipyard of Waldoboro, Me., is building a 42' dry-well lobster smack for Capt. Ernest J. Burns of Friendship, to be powered with a Chrysler Royal engine with 3:1 reduction.

"St. Michale" Being Repaired

Marine Railway & Repair Co., South Portland, is reconditioning the 50' dragger *St. Michale*, Capt. Joseph Balzano, which sank following an explosion at Portland last month.

Great Lakes Making Study of Lamprey Control

GREAT Lakes fish authorities are studying results of second season operations of a lamprey trap placed in the Ocque-
noc River in Presque Isle County, Mich., where 4,608 lampreys were trapped and destroyed between April 18 and July 15 this year. The trap used this season was an improvement over that in use last year, but was not wholly successful.

The cost of the Ocque-
noc River weir could be multiplied several hundred, or several thousand times if similar control measures were employed in other waters. Before any large-scale control measures would be justified there should be more accurate knowledge of the extent of losses to commercial fishermen from lampreys. Many lake trout and whitefish taken in nets bear scars of encounters with lampreys; however, no one knows how many fish are killed by such attacks.

Fred Westerman, Chief of the Fish Division of the Michigan Conservation Department, sees hope that practical measures for lamprey control may be worked out without prohibitive expense to the Conservation Department of Michigan and other states bordering on the Great Lakes if people can be persuaded to eat the lampreys, probably under a more attractive name. The lampreys are eaten smoked in Sweden, and are considered a great delicacy. Lamprey traps could be set in virtually every river in Michigan where the lampreys go on their Spring spawning run. The cost of such a trapping program, carried on by the Conservation Department itself, has been considered prohibitive.

Tests will be made by Michigan State College dieticians and by private individuals to determine whether or not the lampreys can be consumed. Lampreys taken in the Michigan Conservation Department's trap on the Ocque-
noc River will supply the meat for these tests. They will be tried fresh, frozen and smoked. It has been suggested that in promoting the creatures for eating purposes the name lamprey be dropped, and sea eel substituted.

Slag Net Fishing in Mississippi River

A law has been enacted by the State of Wisconsin which provides for the issuance of licenses for the use of slag nets for taking commercial fish from May 1 to October 1 of each year in that portion of the Mississippi River over which the State has jurisdiction. The license fee will be \$20, and each licensee or crew may operate not to exceed 50 nets. Before use each net must have attached thereto a metal tag stamped to designate the kind of net and the number of the license.

Smoked Ciscoes Reappearing

After an absence of almost two decades, smoked ciscoes are reappearing on menus at Dunkirk, N. Y. Rated as one of the piscatorial delicacies of the Great Lakes, the species became almost a rarity. Commercial fishermen of Dunkirk reported lifts of as high as 1500 to 1800 lbs. a boat during a recent week.

John W. Kassel Dies

John W. Kassel, who for almost half a century was associated with Booth Fisheries Corp., died on August 27. Mr. Kassel joined the Booth organization in 1898 at its Burlington, Iowa branch. For the past 25 years he held the position of Manager of the Production and Distribution Department.



Left to right, Lee Thallman, Stanley Claffin, crew members, Capt. Roy Nelson, owner, and Jack Musba, engineer of the 50' steel fishing tug "H. W. Hocks" of Milwaukee, Wis. She is powered with a 100 hp. Kahlenberg Diesel which gives a speed of 10½ mph. The tug fishes 7 to 24 miles off shore with 5¼ x 4¾ trout nets and 2½ chub nets. Photo, courtesy Milwaukee Journal.

Capt. Richard Edward Smith Dies

Capt. Richard Edward Smith, 88, first commercial fisherman of Waukegan, Ill., died recently. He began his lakes fishing career at 13, established a fishing company bearing his name in Waukegan in 1894, and retired about seven years ago.

Importance of Upper Mississippi Fisheries

The importance of commercial fishing in the upper Mississippi River is emphasized in a report by the Mississippi River Conservation Survey Committee which was made public recently by Livingston E. Osborne, Illinois Director of Conservation. The catch last year was estimated at 14,460,000 pounds, and valued at \$1,703,200.

The conservation survey committee was organized about one year ago by the Conservation Departments of Minnesota, Wisconsin, Iowa, Illinois and Missouri. Dr. Edward Schneberger, fisheries chief of the Wisconsin Department, is chairman. Dr. George W. Bennett, of the Illinois Natural History Survey, is in charge of the lower half of the survey, in Missouri, Iowa and Illinois.

Winter drawdowns during hard Winters result in the destruction of large numbers of fish because the normally shallow water conditions existing over great portions of the pools are aggravated and oxygen depletion is hastened. Regardless of pool manipulation in hard Winters, appreciable Winter kill occurs and has occurred prior to canalization. All available data point to the fact that the most desirable condition for fish will be maintained when pool levels are held as nearly constant as possible, and that maximum pool levels during the time of ice cover will materially assist in the preservation of fish.

The committee, which expects to continue its work for a number of years, has as its purpose a determination of the nature and importance of commercial and sport fisheries, the factors influencing the abundance of fish, factors governing abundance of various species, and the collecting of data upon which to base recommendations for physical control of the river.



The 40' x 10'6" x 3'9" "Canopus" of Bay City, Mich., lifting an Ederer trap net. The boat is owned by Harold G. Schultz and is equipped with New Bedford cordage, Willard batteries, and 24 x 12 Michigan propeller. She is powered with a 100 hp. Gros gasoline engine lubricated by Socony-Vacuum and giving a speed of 11 mph.

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Left to right, John Igleheart; Austin S. Igleheart, president of General Foods Corp.; Robert A. Merchant, manager of General Seafoods Gloucester plant; and J. Lawrence Alphen, president of General Seafoods Corp., subsidiary of General Foods, standing beside the Company's dragger "Wind" at Gloucester, Mass.

Gloucester Holds Fishermen's Memorial Exercises

THE annual fishermen's memorial exercises, sponsored by the Gloucester Fishermen's Institute, were held August 12. Some 2,000 people joined with the fishermen to pay tribute to all Gloucester fishermen lost at sea during the past 320 years. Particular tribute was paid to the four crew members of the *Mildred Silva*, lost when they abandoned the burning craft off Portsmouth, Va. last February.

Davis Bros. Receive "A" Award

Davis Bros. Fisheries Co., Inc., was presented the Achievement "A" Award by the Department of Agriculture at exercises held August 26th. Lt. Edward R. Kingman, Boston Navy market officer, presented the flag to Lt. (j.g.) John F. O'Hara, Jr., USNR, owner of the Company. Pins were presented to the workers by Seaman Helen O'Hara, USNR, of the WAVES, sister of Lt. O'Hara.

The Company was the second largest mackerel buyer at Gloucester in 1944, handling over 10,000,000 lbs. More than half of the Company's processed fish went to the armed forces.

Good Trips

Included among several good trips landed recently at Gloucester were the following: *Curlew*, Capt. Robert Fralic, 176,000 lbs.; *Ave Maria*, 130,000 lbs.; *Emily Brown*, Capt. Frank Brown, 200,000 lbs.; *Malolo*, Capt. Henry Rollins, 110,000 lbs.; and *Edith & Lilian*, Capt. Frank Rose, 150,000 lbs.

The *Eugene H.*, Capt. Jimmy Tucker, landed a fast trip recently when she brought in 110,000 lbs. after four days out.

The seiner *Gloucester*, Capt. Frank Foote, recently landed 82,000 lbs. of mackerel which sold for 9c a pound. The vessel had a gross stock of \$7400.

"Newcastle" Raised

The 64' *Newcastle*, which recently sank in Gloucester Harbor, was raised on August 20. She is at the W. A. Robinson marine basin at East Gloucester for repairs.

Gill Net Fleet Resumes Fishing

The Gloucester gill net fleet has resumed fishing after the Summer. First vessel to land a trip was the *Edna Fae*, Capt. Bernard Worrall, which landed 5,000 lbs. of mixed fish at Cape Ann Fisheries on August 10.

August Production Shows Increase

Fresh fish production in Gloucester for the month of August amounted to 27,025,600 lbs. by hails, and showed an increase of 12½ per cent over August, 1944, while redfish production showed an increase of 7 per cent.

Vacations Cancelled

All vacations between trips for groundfish and redfish draggers were cancelled effective September 1.

New Bedford Skipper Visits Pacific

CAPT. John Salvadore of Fairhaven returned early this month from a 2½ weeks' business trip by plane to the Pacific Coast. He visited various ports from Seattle to Los Angeles where he inspected the methods of fishing and types of boats used.

"Life" Features Swordfish Trip

A recent issue of *Life* magazine features a swordfish trip aboard the 40' *Dorothy & Everett*, owned by Capt. Donald Poole of Menemsha. Included are some photographs from the masthead, bow, and dory, as well as photographs showing harpooning the fish and aboard the boat where the catch was cleaned.

"Molly & Jane" Changes Hands

The 60' x 16' x 8' dragger *Molly and Jane* has been sold by Capt. Leon Easterbrooks and George A. Silva to Correia & Sons of New Bedford. Mr. Silva plans to continue as a member of the crew of the vessel.

"Irene" Repowered

The 65' *Irene* owned by Capt. Stanley Butler, Jr., of Nantucket is being repowered with a 165 hp. Gray Diesel and equipped with a new 2 kw. U. S. Motors Diesel auxiliary and Marine Products bilge pumps and throttle control. The equipment was sold by J. H. Westerbeke Corp. of Boston.

New Engine for "Kingfisher"

The *Kingfisher*, owned by Dr. Joseph P. Ponte, Jr., of New Bedford, is having a 210 hp. Wolverine Diesel engine installed.

Future Oyster Production

(Continued from page 21)

It is likely that the progressive program of oyster bed rehabilitation in Texas will be immediately reflected by greater production. New programs aimed toward replenishment of the beds also have been put in operation by Louisiana, Mississippi and Alabama, and it is expected that another year will show definite improvement in these areas.

Rhode Island Outlook

Since no oyster setting takes place in Rhode Island waters and oyster farms there get young from New York and Connecticut waters, this year's setting of oysters in Long Island Sound will have a beneficial effect on Rhode Island oyster farming.

Massachusetts Output Will Be Small

The famed Cotuit, Mass. oyster output will be cut in half for the third consecutive year. The Gifford Oyster Co. reports Army amphibious boats made such a furor in Cotuit Bay that the oysters couldn't survive, and added that last year's hurricane completed the ruin.

F. W. Gould & Sons, Chatham dealer, said the supply it gets from Long Island Sound will be short, and that difficulty will also be experienced in getting oyster boat crews.

Oyster grounds off Hix Bridge, Westport, which individual fishermen in small boats comb annually, are expected to yield their usual supply of three bushels a fisherman per day. Town officials report that the hurricane loosened up the beds to their advantage.

The hurricane of 1944 greatly damaged the oyster-producing bottoms in Buzzard's Bay, and the oyster industry there is almost non-existent.

Seek Delay on New Oyster Regulations

The oyster industry is seeking a delay of at least nine months in imposition of Federal regulations over the sale of raw oysters. A proposal by the Food and Drug Administration that it set up five size grades and regulations as to how oysters shall be handled to prevent their adulteration by addition of water met opposition from industry representatives at recent Washington hearings. The matter is now before Watson B. Miller, acting Food and Drug Administrator, and industry spokesmen said his decision was expected some time this month.

Dr. Lewis Radcliffe, director of the Oyster Institute, contended that conditions have not changed materially since 1941, and that imposition of the regulations should be delayed at least until the start of the 1946-47 oyster season. Principal objections raised were that the regulations would require the hiring of additional graders at a time when labor is scarce, and that the new grades would make it necessary to buy new cases which are virtually unobtainable.

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The "George Todd", owned by Capt. Clarence T. Todd of Crisfield.

Maryland Requests Laboratory for Middle Atlantic

GOVERNOR Herbert R. O'Connor of Maryland has requested the Department of Tidewater Fisheries to urge the Fish and Wildlife Service to assign a mobile laboratory for the study of fishery problems to the Middle Atlantic States and the Chesapeake Bay area. Under the bill now pending in Congress to provide funds for these projects, provision is made for only three of the laboratories, one to be assigned to the North Atlantic, one to the South Atlantic and Gulf Coast, and one to the Pacific Coast.

Emphasizing the fact that the Middle Atlantic and Chesapeake area produces a major portion of the fishery products of the country, Governor O'Connor said that such a laboratory would be of the utmost assistance in the promotion and utilization of the fisheries of Maryland.

Crabbers Doing Well

Maryland crabbers continued to make good catches during August. Some crabbers have made as much as \$125 to \$150 a week. Large quantities of soft crabs have been wrapped and placed in cold storage, and there is a ready market for them during the Winter months. If the weather remains warm crabbing will continue until November.

Oyster Bars Closed for Conservation

The Maryland Department of Tidewater Fisheries has declared the following natural oyster bars closed for conservation purposes: Chesapeake Bay—Hog Island, Kedges Straits; Anne Arundel County—Hill Point Bar W., Outer Round Bay, in South River, Shuffler Bar off West River; Calvert County—Thomas Bar and "Swash" Bar in Patuxent River; Dorchester County—LeCompte's Bay in Choptank River; Kent and Queen Annes County—Old Field Blunt, Strong Bay, in Chester River; Queen Annes County—Kent Island Narrows; Somerset County—Great Rock, Haines Point in Tangier Sound, Drum Point in Manokin River; St. Mary's County—Chicken Cock Bar in St. Mary's River; and Talbot County—Church Hill in Broad Creek, Poplar Island Narrows.

Further Study Required on Fish Mortality

Biological disturbance of an undetermined nature was cited as the cause of recent fish mortality in Maryland waters, and it was indicated that further study would be required to definitely establish contributing factors. Large quantities of rockfish were killed in the Chesapeake Bay off Eastern Shore during August, and menhaden and alewives were killed in the Patapsco River. The condition of the water in the river was so bad that hundreds of crabs fled to shore to escape it.

It was suggested that industries may be using chemicals to get rid of seaweed in the waters adjacent to their plants instead of dredging it out.

Yellow Perch Hatcheries Have Good Season

In spite of limited hatchery personnel, the collection and incubation of yellow perch eggs and the distribution of fry during the 1945 season surpassed all expectations. A favorable warm Spring was largely responsible since abnormally early spawning

was observed throughout the Bay. Egg collection was completed at all stations by March 17, the earliest date on record.

Dealers Affiliate With National Institute

The Seafood Dealers' Association of Baltimore has affiliated with the National Fisheries Institute, Inc., it was announced by J. Addison Albaugh, president of the group. Twenty-seven seafood dealers make up the Baltimore association.

"George Todd" Has Interesting History

The *George Todd*, owned by Capt. Clarence T. Todd of Crisfield, Md., was built in 1883 by Tom Byrd, who lived at Cape Hole Landing, for the sum of \$550.00. It is the type of boat known as a bugeye. It was patterned after a log canoe boat, being built from several trees that were hewn out into pieces which were bolted together to form the complete hull. From that time it was used as a sail boat until 1935 when it was converted into a power boat.

The boat has a length of 52', beam of 14'6" and depth of 3'9". She is powered by a 40 hp. Palmer gasoline engine, which turns a 26 x 15 Hyde propeller, giving her a speed of 8 mph. She uses Sinclair lubricating oil.

While it was in the sailboat class the *George Todd* was an entrant in the bugeye class of the Chesapeake Bay workout race that was conducted by the *Baltimore Sun*, for five times.

The first race was held at Annapolis, Maryland in 1922 and the *George Todd* attained second place, but lost to the *Emma Faulkner* that was at that time owned by Calvert Leonard of Cambridge, Md.

In each of the following races "The Todd", as she is familiarly called, won first place in her class. These races were held at Claiborne, Md. in 1923, and at Cambridge in 1925, in Oxford, Md. in 1927, and at Crisfield in 1924. At the end of each of the races the owner was presented with a loving cup trophy by the sponsors.

After the fourth victory she was barred from the race but her sister ship the *Isaac H. Keeler* entered the race, borrowed the sails of the *George Todd* and came home with the laurels. Sentiment was strong for the two sister ships to race each other, but the race was discontinued and the *Keeler* also was converted into a power boat.

Virginia Crab, Oyster Losses Caused by Rains

THOUSANDS of Tangier peeler crabs died in floats during July and up until the 15th of August due to heavy rains which prevailed during this period. It is reported that one crab packer lost 40% of his crabs. The rains also affected the crabs on the shallow crabbing grounds. They made the water fresh for a depth of three or four feet or more, and the crabs were forced to move out of the shallow creeks and coves. Consequently, hand-netters made small catches, but scraped out well.

It is reported that oysters in the James, York, Rappahannock, and Potomac Rivers, as far down as points 30 miles from their mouths, were killed from water freshened by the rains.

Pound Fishing Poor

According to J. W. Pruitt, Tangier pound fisherman, fish are now very scarce. He is fishing some two miles northeast of Fishbone Island. Recently he caught a bushel of trout and a bushel of spot, butterfish and croakers. Fish are selling at the following prices per pound: butterfish, 20c; trout, 20c; spot, 22c; eels, 17c; hard crabs, 4c; and peelers, 3c apiece.

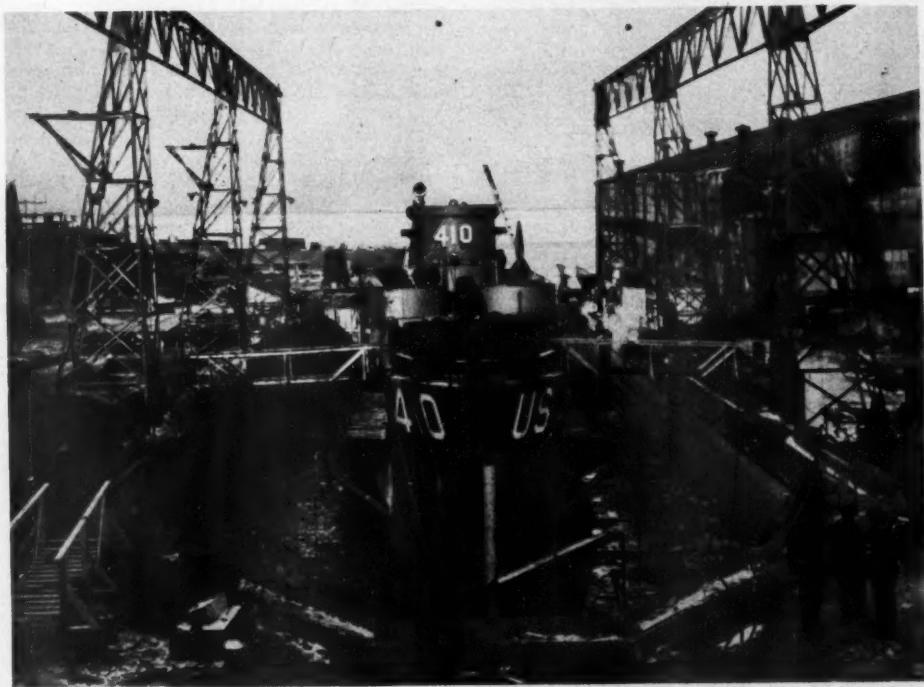
Form Elizabeth City County Association

Virginia pound net fishermen in the waters of Chesapeake Bay from Fort Monroe to Back River formed an organization on August 16 to be known as the Elizabeth City County Fishermen's Protective Association. Ed Johnson was elected president. Originally organized to protest any increase in the Fort Monroe firing range, the organization will continue to operate in behalf of the industry in all problems which may arise.

Norfolk Area Landings

Norfolk area landings for August, 1945, were 2,774,000 lbs., compared to 2,228,000 lbs. in July and 2,572,000 lbs. in August of last year. Croaker landings accounted for the largest percentage of the total, with 1,990,000 lbs., followed by gray sea trout with 372,000 lbs. and spot with 100,000 lbs. Landings by draggers totalled 104,000 lbs., with the remainder of the catch being from pound nets.

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Capt. Andrew Martin of the "Sewanbaka", Lubec, Maine, using the Fathometer to find schools of herring.

Locating Fish and Bottoms By Echo-Sounding

ALTHOUGH readers of Melville and other deep sea romanticists thrill at the imagined echo of the leadman's hail to the after-deck, "By the Deep Ten",—nonetheless modern, electronic, sounding apparatus is largely replacing lead and line on America's fishing fleet.

The captain of a fishing vessel equipped with a Fathometer has, at all times, an unerring indication of the depth of water under the keel. And he can always determine his location despite fog and storm by matching a series of his depth readings with the charts which the U. S. Coast and Geodetic Survey have already prepared from their own Fathometer soundings.

Finding the Fish

Today the fishing industry looks to the depth finding apparatus for quicker location of fish and bigger hauls, as well as for safer, surer navigation.

Fishing skippers use the echo-sounder to take them back again and again to the exact spots on sunken banks and ledges where they have previously found good fishing. And they "stay on the fish" by using the instrument to follow a desired depth contour.

This feature—that of keeping a constant depth of water under the keel—means thousands of dollars each year to fishermen. For, if a vessel gets in shallower water, nets are often ripped on rocks; and if it moves into deeper water, they miss the fish school. In one case expensive nets are injured; in the other valuable fish is lost.

A number of fishermen are already using their Fathometers to find fish schools. For instance, in March 1944, the 63-foot purse seiner, *Sewanbaka*, Andrew Martin, master, made a sea trial of the Fathometer in a run from Lubec to Machiasport, Maine.



The 63' purse seiner "Sewanbaka" owned by R. J. Peacock Canning Co., Lubec, Me. She is powered with a Chrysler Royal 3:1 reduction gear engine and fitted with a 10' x 16' turn table which carries a 275' seine.

Entering the Bay, the Fathometer registered 10 fathoms depth while intermittent flashes appeared at 5 fathoms. Soon a solid flash registered at the 5 fathom depth, while bottom sounded at 12 fathoms. Captain Martin at once ordered the crew to sound with copper wire and lead sinker. Sure enough there were the fish at 5 fathoms—a school of herring.

Moving down the Bay, at speeds up to five and six knots, the Fathometer detected a very large school, this time at 8 fathoms and nearly a square mile in area. Then a second flash appeared at 11 fathoms and another school of fish was discovered at that depth, below the fish at 5 fathoms. Every fishing owner and captain will recognize how such information could help him in obtaining bigger hauls and faster trips.

How the Fathometer Operates

The Fathometer depth sounder has been described as a "mechanical eye", an "automatic ear", and an "electronic brain". From an engineering standpoint, it is actually none of these, but from the viewpoint of the average man, the Fathometer functions like all three.

First of all, the Fathometer sends out a high-frequency sound vibration from the transmitting unit in the bottom of the ship. Swiftly this sound travels to the sea floor and comes back as an echo. It is caught by the receiving unit and carried as an electrical impulse to an amplifier and indicator, usually located in the wheelhouse. As it operates a luminous finger on the indicator points to that section of the scale which corresponds to the exact depth of water under the keel.

If the sea bottom is broken and rough, the moving finger jumps about on the scale; if the floor bottom is shelving, it varies; when the bottom is smooth, and depth is constant, it remains fixed in one spot; if there is a school of fish, the moving finger changes its characteristics to tell this story. At all times the captain can instantly read the hitherto hidden story of the ocean-floor.

Echo-Sounding Development

The story of the Fathometer, its history and development is as fascinating as the history of the compass. Originally the Submarine Signal Company—originators of echo depth-sounding instruments—invented and manufactured the submarine bell and other equipment for signaling under water. In 1903 the first of these submarine bells was installed on Lightvessel #54 in Boston Harbor. So successful was this device that governments all over the world adopted it as a standard ship-warning device.

Continued experimentation with underwater sound led to the development of the Fathometer, which first proved its efficiency in echo-sounding to governmental authorities on board the U. S. cutter, *Miami*, on ice patrol after the tragic loss of the S.S. *Titanic* in 1912. There was constant improvement and in 1923 a demonstration on the S.S. *Berkshire* proved the Fathometer's unerring accuracy in measuring depth under any and all conditions of weather.

The U. S. Coast and Geodetic Survey and commercial cable companies saw in this new echo depth finder a means for increasing the speed and reducing the cost of carrying out their work.

Review of Law Suits

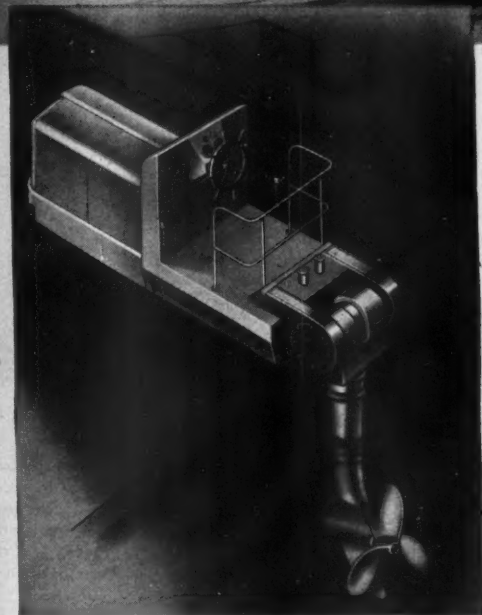
(Continued from page 22)

The doctrines of accretion and avulsion also have a direct bearing on the location, and the shifting of the location, of boundaries on water courses and bodies of water.

Generally speaking, the determination of the boundary line of land bordering on inland lakes and natural ponds depends to a considerable extent upon the question of ownership of the bed of the lake or pond as between the public and the private owners of the upland, which in turn may be dependent upon whether the waters are navigable or non-navigable. The boundaries of owners of land abutting upon the navigable lakes or streams extend only to the low watermark, except in Louisiana where it is the high watermark.

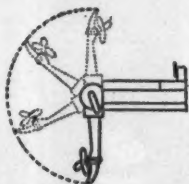
The rule laid down by the Supreme Court of the United States, and followed in a majority of States, is that streams, lakes, and other bodies of water are navigable if they either are used or are susceptible of being used "in their ordinary condition".

It is impossible to lay down a hard and fast rule under which navigability can be tested. The question is purely one of fact, dependent upon the evidence in each case.



Diesel MODEL O-6, 165 H. P.
Other "Harbormaster" Models range from 45 H. P. to 300 H. P.
—all dependable, efficient, economical, powerful. All of rugged construction for continuous heavy-duty performance.

The extreme low in maintenance is achieved by the 180° Elevating Mechanism which allows the one-man operator in a minute or so to raise the entire submerged assembly out of water—within easy reach for servicing and repairs.



Tops in dependability

ECONOMICAL POWER!

Yours with

THE "HARBORMASTER"

Day in, day out, commercial fishermen demand dependability. Whether you are engaged in deep sea or coastal fishing, you will find the "Harbormaster" gives you *dependability plus*—available in no other propelling and steering equipment! Note the M & T Outboard Drive Section in the illustrated Model O-6—by means of its 180° Elevating Mechanism the entire submerged assembly can be brought to deck level or overhead for servicing and repair. Valuable time and gear lost by the fouling of nets around propellers is cut to a minimum. The "Harbormaster" equipped fishing vessel is the most maneuverable craft afloat—360° Propeller Thrust Steering—control in any direction with full power! For dependability, for tops in economy and operations, write today for detailed information on the various models and applications of the "Harbormaster".

MURRAY & TREGURTHA, INC.

High Fidelity Marine Engines since 1885

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MATHEWSON MACHINE WORKS — Manufacturing Affiliate

SHERBROOKE MACHINERIES, LTD., SHERBROOKE, QUEBEC — Licensed Mfr. and Distributor for Canada





The 35' x 11' x 3'6" "Eleanor Louise", owned by Capt. William J. Loper, Shelter Island, N. Y. The boat is powered by a 30 hp. Wolverine Diesel swinging a 28 x 22 Columbian propeller, is equipped with Exide batteries, and uses Columbian rope and Gulf lubricating oil.

New York Bay Scallop Season Opens

SEPTEMBER 1 marked the opening of the New York bay scallop season. On Long Island, which is the chief source of the New York scallop supply, practically every craft afloat has been fitted with dredging facilities. The catch is expected to be at least as large as that of last season.

Making Bluefish Catches

After a lull of a month or more, bluefish were taken by the Long Island ocean traps in quantities of 5 to 75 boxes starting the middle of August. They ran from three-quarters of a pound to three pounds in size.

Funds Obtained for Enlarging Fish Hatcheries

Conservation Commissioner Perry B. Duryea has announced that he has obtained funds for enlarging New York fish hatcheries in order to double their capacities after the war. The funds will provide for enlargement of sixteen fish hatcheries. A refrigeration plant, designed to reduce fish food costs, and an extensive fisheries laboratory also are contemplated.

Accabonac Harbor Improvements

The Trustees of the Town of East Hampton are having a survey and soundings made and plans drawn for construction of a 15-foot-wide culvert and bridge at Gerard Park over the road which now blocks one former entrance to Accabonac Harbor. For many years, since the road and bulkhead were built, filling in a fairly deep channel, there has been only one small channel at Louse Point.

There is no circulation of water in the cove, and the clams do not grow well due to improper feed. There is a 50 or 60 acre area which is a fine spawning ground for clams, and a fresh supply of water from two openings would improve it immensely. The present small channel fills up with sand very rapidly. At the new opening at dead low water there would be a depth of 1' inside the harbor and 3' outside.

Out-of-Season Tuna Catch

Thirteen tuna fish, weighing more than 7,000 lbs., and worth approximately \$2,000, were landed recently at the Long Island Fish Co., West Sayville. The largest fish weighed 830 lbs., while the smallest weighed 490 lbs.

Small tuna, 30 to 80 lbs., are not uncommon in mid-summer; however, tuna of this size are usually found farther north at this time of year.

A & P To Expand Fish Freezing

THE Great Atlantic and Pacific Tea Co. plans to expand its fish freezing facilities, with the addition of fresh-water fish freezers in Detroit and Chicago, and another at Baltimore for Southern salt-water varieties. These plants will supplement the company's fish plant at Boston. A & P markets fish under its own brand name "Cap'n Johns", which was introduced in 1938.

Steel Deck House With Galley

(Continued from page 25)

The fo'c's'le of the *Hazel B.* has 8 bunks with reading light and shelf over each, seat lockers with double drawers and wash bowl with hand drain pump. It is well ventilated, having one vent in the escape hatch under the whaleback and another aft through the whaleback deck. There is a toilet adjacent to the companionway.

The after quarters, entered from the engine room, contains 4 bunks and have dead lights on either side and an intake blower.

The vessel is well supplied with lighting, including 8" ceiling fixtures. Synthetic armored cable and waterproof bronze junction boxes and fixtures, supplied by Oceanic Electric Products Corp., are used. There is a mile-ray searchlight.

The fish hold has galvanized steel stanchions and 10" watertight bulkheads. It is filled in with concrete all through, with oak grating covered gurry trough on each side draining to a pump well with Edson No. 3 hand deck pump.

A 2 hp. electric Fairbanks-Morse pump is provided for pumping the bilge in the fo'c's'le, hold and engine room, as well as deck wash, and in emergency can be cross connected to pump sea water for engine cooling in case the heat exchanger or water pump fails.

Dagle & MacMillan also supplied the 2 steel water tanks under the fo'c's'le floor and one in the peak having a total capacity of 1500 gals., two 2,000 fuel tanks, and the steel rudder and quadrant.

The *Hazel B.* is powered with a Model 35F10, 8 cylinder 30 hp. Fairbanks-Morse Diesel, fitted with a 14" exhaust pipe, swinging a 62 x 30 Federal-Mogul propeller on a 5" bronze shaft with Goodrich Cutless stern bearing. The auxiliary has a Model 36A 4½, 10 hp. Fairbanks-Morse Diesel with 6 kw. generator and compressor. Both engines are fresh water cooled with Ross heat exchangers. The main engine has a 2½" built-in bilge pump and operates a 5 kw. Fairbanks-Morse generator at the forward end. Fairbanks-Morse also furnished the sanitary pump for toilets and pressure system for fresh water.

The engine room has two ventilators, one with intake blower opening under the winch housing, to which there is also an escape hatch. There is a speaking tube from the wheelhouse to the engine room.

Navigating equipment comprises a 7" Kelvin-White compass, HT12 Hallicrafters radio telephone, Bludworth direction finder and Submarine Signal Fathometer.

The vessel is equipped with an American Radiator hot water heating system and C-O-Two fire extinguishers. Westerbeke furnished the nets, Plymouth rope and Roebling wire rope.

Reid Improving Facilities

Daniel J. Boylan, a long time resident of Winthrop, has become associated with Willis J. Reid, Jr. as half owner of Reid Shipyard, Inc., which formerly operated under the name of Willis J. Reid & Son. Mr. Boylan is Treasurer of the yard while Mr. Reid is general manager. Improved facilities for repair work, including the extending of railways, are being carried out, and the channel leading to the yard has been dredged to a depth of 30' at low tide.



Galley located in the steel deck house of the "Hazel B.", showing the Shipmate range.

FOG

U. S. COAST GUARD PHOTO

can't hide Bottom Landmarks
FROM A
FATHOMETER

Reg. U. S. Pat. Off.

War shipping cannot lay-to when pea-soup fog blots out miles of sea. Time is too vital. That is why convoys and escorts depend on FATHOMETERS and "bottom navigation" to bring men, munitions and material swiftly — safely — into port even when the weather is thick. Peacetime shipping too will use "bottom navigation" to maintain competitive time schedules in postwar trade. And FATHOMETER will give them the same reliable information on bottom landmarks. For descriptive folder write



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A "SAFE HARBOR" FOR POWER BOAT OWNERS!

If your boat has become "water weary" and the engine fails to respond when you open the throttle—or one annoying trouble after another develops—you should make it a point to know your Chrysler Marine Engine dealer.

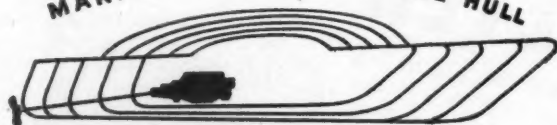
Chances are you have been figuring on a new engine—maybe a new set of gears—a new leak-proof water pump. Whatever it is, you'll find the Chrysler Marine Engine dealer in your locality in a position to help you.

At all ports and terminals throughout America, Chrysler Marine Engine dealers maintain a parts supply, as well as complete engines of varying horsepower—both gasoline and diesel. They are all "Built to live in the water"—and installed to fit the hull.

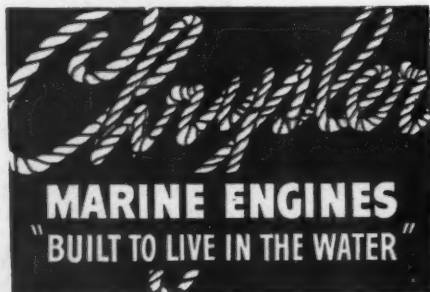
Drop a line to us today. We'll be happy to tell you the name and address of the Chrysler Marine Engine dealer nearest you. We'll include our interesting Marine Engine Catalog for your study and convenience. Marine Engine Division, Chrysler Corporation, 12205 E. Jefferson, Detroit 14, Michigan.

CHRYSLER MARINE ENGINES
ACE • CROWN • ROYAL • DIESEL
80 to 141 Maximum Brake Horsepower

MARINE POWER TO FIT THE HULL



Two Sixes, an Eight, a Diesel—to fit your boat and your requirements! Proved and improved on the sea lanes of peace and war.



New Jersey Lists Dredging Plans

THE New Jersey Department of Conservation, Division of Navigation, has applied for War Department permits to dredge the following named waterways: Barnegat Bay at Bay Head, to dredge a channel approximately 2250' long, from 100 to 200' wide with depths from 8 to 11' below mean low water; Clam Creek at Atlantic City, 750' long, 300' wide, and 20' deep; entrance to Gardners Basin at Atlantic City, 600' long, 80' wide and 11' deep; North Anglesea Channel in Hancoford Inlet, North Wildwood, 1700' long, 100' wide and 10' deep; Spicers Creek at Cape May, 650' long, 80' wide and 10' deep; and Devils Reach at Cape May, to dredge a channel 600' long, 100' wide and varying in depth from 9 to 11' below mean low water.

Protest Close Offshore Fishing

Beach Haven residents have requested the restoration of the 3-mile offshore limit for the operation of commercial fishing boats. During the War permission was granted for a 1-mile limit to increase fish production, but it was pointed out that close offshore dragging sometimes destroys the feeding bottoms of schools of fish inshore and damages pound nets.

Fishermen Unionized

Complete union organization of New Jersey fishermen was announced recently by John Moretti, president of the Atlantic County Central Labor Union, and Atlantic Coast representative of the body. He stated that over 1,000 fishermen in the region from Atlantic Highlands to Cape May are members of the union, which started organizing in September 1944, and that the organization has agreements with all commercial fish docks in New Jersey.

"New England" Enclosed Winch

NEW ENGLAND Trawler Equipment Co., 305 Eastern Ave., Chelsea, Mass., is now manufacturing their new designed "Highline" worm geared trawl winch. The winch is enclosed with a streamlined housing which is an integral part of the base, thereby giving maximum rigidity and weather protection.

Bearings, gear case bedframe and housing are all one unit within which mechanical parts, drums, clutches, brakes and gearing are assembled. Accessibility for lubrication and maintenance is provided. There are ball bearings at six different points to minimize wear and reduce friction. Niggerheads are taper bored for quick removal and hardened for wire rope wear. Friction can be relined without removing shaft, and on larger models the brakes are lined with asbestos blocks.

The new winches are being made in five models, having increased drum capacities that wind from 475 fathoms of 1" wire to 435 fathoms of 1" wire.

Cooper-Bessemer Gas-Diesel Engine Sets Efficiency Record

A NEW world record in engine thermal efficiency, in excess of 40 percent, has been accomplished by a new and revolutionary Cooper-Bessemer turbo-charged gas-Diesel engine, according to Edmund Frederick, assistant chief engineer. "This is higher than any thermal efficiency record ever accomplished by a steam, gas, gasoline, gas turbine or Diesel engine," Mr. Frederick said.

The new record was attained during routine tests at Mow Vernon, Ohio, on one of the Company's regular Type JS engines, which carried all of its own auxiliaries. Thermal efficiency is the engineering term for the amount of fuel consumed in relation to the horsepower developed.

The best record, heretofore, was established by the Diesel engine, which usually operates between a range of 32 and 35 percent. The highest thermal efficiency ever claimed for a gas turbine engine is only 29 percent.

Gasoline or gas engines usually attain up to 25 percent thermal efficiency and the steam turbine average has been about the same percentage. Reciprocating steam engines are only from 5 to 18 percent thermally efficient, while steam locomotives are the lowest with only from 5 to 8 percent of thermal efficiency.



Announcing

New England Distribution of
Diesel Marine Engines, Generating Sets and Auxiliaries
as manufactured by the

**DETROIT DIESEL ENGINE DIVISION
 GENERAL MOTORS CORPORATION**

Series 71 — Single Engines up to 200 hp. — Multiple Units up to 800 hp.

Walter H. Moreton Corp.

Marine Engineers

1045 Commonwealth Avenue

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radio at work

Dependable two way communications through Hallicrafters radio sets, famous for their sensitivity and selectivity will contribute greatly to the safety and economy of any marine operation. Hallicrafters will be able to supply just the marine radio telephone model you need to do the job.

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 AND ELECTRONIC EQUIPMENT, CHICAGO 16, U. S. A.
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NOW AVAILABLE WITHOUT PRIORITY

DANFORTHhauls landing craft off beaches
KEEPS YOU OFF ROCKS!

FOR FREE FOLDER, WRITE

R. S. DANFORTH • 2137 Allston Way • Berkeley 4, Calif.**Two Essex-Built Draggers**

The 61' Stonington draggers "Maria Julia", Capt. Julio Silva; and "Mildred & Myra", Capt. John George, after being hauled out for painting.

The Maria Julia and Mildred & Myra represent the workmanship and integrity of which we are so justly proud. We have expert builders, 3 railways hauling to 150 tons, 1400 feet of dock space and large machine shop facilities.

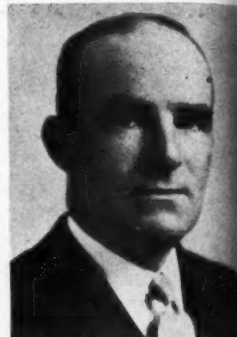
We are now taking orders for new boats and suggest you write us for further details.

ESSEX BOAT WORKS, INC.**Essex, Conn.**

Phones -Yard 7454; Machine Works 7380; Brokerage Dept. 7942

BUILDERS OF FINE BOATS

H. J. McPeak, who has been appointed sales engineer in charge of Process Machinery Division sales of the Enterprise Engine & Foundry Co., San Francisco, according to an announcement by H. H. Harris, manager of the Process Machinery Division, which is designing, equipping and building fish reduction plants as well as mills, presses, cookers and dryers.

**Delaware Requests Fish Pound Permit**

MILTON Lee Callis of Lewes Beach, Del., has filed an application with the War Department for permission to construct and maintain four fish pounds from 800 to 1,000 ft. long, in Delaware Bay off Lewes Beach. In connection with the application it was proposed to establish an area within which fish pounds may be erected by responsible operators in the future under permits to be issued by the Secretary of War. These permits would require the pound structures to be kept properly lighted, marked, and maintained in accordance with the rules and regulations of the War Department governing such pounds.

The proposed fish pound area would be near the mouth of the Roosevelt Inlet, and would be two nautical miles long and one-half mile wide, running parallel to the shore, one and three-tenths miles offshore.

Buda Opens Factory Branch in Boston

THE Buda Company, Harvey, Ill., has opened a factory branch under the name of Buda Engine & Equipment Co. Inc., at 1315 Boylston St., Boston 15, Mass., telephone Commonwealth 3161. A. C. Small is branch manager, J. M. Ayres, service manager, and H. Van Der Giessen, parts manager.

The new office will handle Buda sales in Massachusetts, Rhode Island and New Hampshire, and will carry a good stock of engines and parts. Service agents are being established at strategic points, and already appointed are Gloucester Machine Shop in Gloucester, and Carreiro & Lagesse, 22 Center St., New Bedford.

Manset Marine Supply Co., headed by Henry R. Hinckley, Southwest Harbor, Me., has been made Buda marine distributor for the State of Maine.

Fisheries Institute In New Office

CHARLES E. Jackson, new general manager of the National Fisheries Institute, has issued an invitation to all members of the commercial fisheries industry to visit the new offices of the Institute which are located in suite 204, 1835 K Street, N.W., Washington 6, D. C., telephone National 2216.

The offices are in a neighborhood where a large number of the most important national trade associations are housed. Some of Washington's leading hotels are only a matter of a few blocks away, and the Interior Department building, where the Fish and Wildlife Service and the Office of the Coordinator of Fisheries have their headquarters is less than five blocks away.

The Institute's Washington staff at present includes, in addition to Mr. Jackson, Raymond E. Steele, Joan Krentzlin, who for a number of years has been Mr. Jackson's assistant in the Fish and Wildlife Service, and Bette Guhring.

Fourth Star Award To Reiner

JOHN Reiner & Co., Long Island City, New York was recently awarded their fourth Army-Navy "E" flag for the work in designing and building "built-to-order" Diesel power units and generating sets used in connection with the war effort.

ROPE "...in the course of



Human Events



When America's first balloon ascension took place at Philadelphia in 1783, rope was used for lashings. James Wilcox, a carpenter, was induced to ascend, "for a small sum of money." He remained aloft for about 10 minutes, but hurriedly effected his descent by slitting some of the hydrogen-filled bags when he approached a river.

Today, rope also has many important jobs. For example, it takes several tons of cordage to outfit a battleship. One way we can help rope do its job, is to extend the life of our present supply.

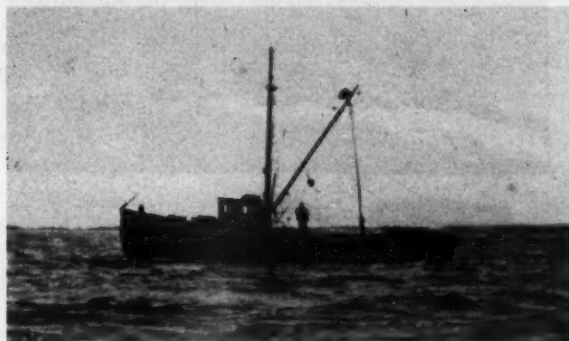
NEW BEDFORD CORDAGE CO.

233 Broadway • New York 7, N. Y.
31 St. James Ave. • Boston 16, Massachusetts
325 W. Huron St. • Chicago, Illinois
Mills, New Bedford, Massachusetts

Lathrop

DIESEL ENGINES

Power the Fiedler Boats at Greenport



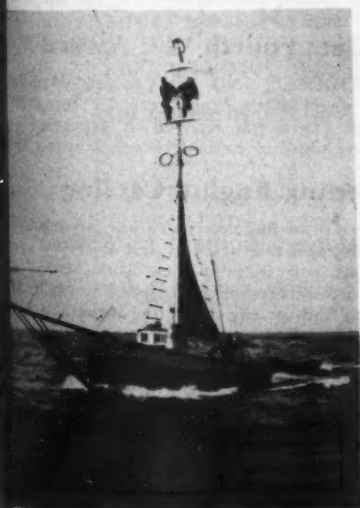
The 38 ft. "Emerald", shown at left, is owned and operated by Capt. Fred Fiedler of Greenport, N. Y., and powered with a D-50 Lathrop Diesel, swinging a 28 x 18 propeller. The 55 ft. "Nora", shown above, is owned by Capt. E. E. Fiedler of Greenport, and powered with a D-80 Lathrop Diesel, with 2:1 reduction and 42 x 32 propeller.

Lathrop Diesels Give Economical Operation

The fuel consumption of the Lathrop Diesel engine equals the best Diesel economy standards. Lubricating oil costs are at a minimum. Upkeep expenses parallel those of the Lathrop gasoline engine, which has the reputation of being one of the least expensive engines in the world to maintain. This means big savings in maintenance expense, and freedom from costly delays and tie-ups. In dollars and cents, fishermen with Lathrop Diesels are always ahead.

Marine Engine
Builders
Exclusively
for 48 Years

THE LATHROP ENGINE CO.
MYSTIC, CONNECTICUT



TRAWL DOORS

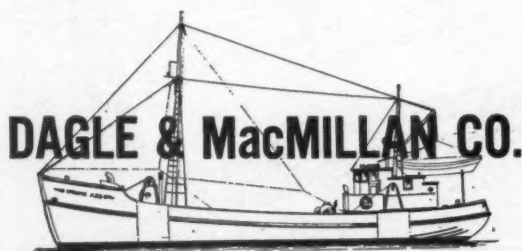
Scientifically Designed — Strongly Built
Made in all Sizes and Weights
For Every Dragging Need

FUEL and WATER TANKS

Welded Black Iron and Galvanized

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170 Border St. East Boston, Mass.
Everything in Iron Work for Fishing Boats



Bethanized
TRAWLER ROPE

stays on the job LONGER

When trawler rope is scarce, it's just common horse-sense to buy the kind that lasts the longest.

Bethanized rope means longer life because the bethanizing process applies a protective, uniform coating of zinc without robbing the wire of its maximum strength and toughness.

Besides, the bethanized coating of pure zinc will not flake, peel, or crack even after repeated bending. Thus there are no tiny chinks in which salt-water corrosion can get started.

when you think WIRE ROPE
... think BETHLEHEM

Connecticut Governor Signs Compact

WITH Gov. Raymond E. Baldwin's signature September 6 of the Atlantic States Marine Fisheries Compact, Connecticut became a member of the Commission. Other states represented on the Commission are Delaware, Georgia, Massachusetts, Maryland, Maine, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, South Carolina and Virginia, with Florida scheduled to join some time this year. Representing Connecticut on the Commission will be Senator Nicholas J. Spellman, Norwich, chairman of the Legislative Council, appointed by Connecticut Commission on Intergovernmental Cooperation; John B. Bindloss of Stonington, fish packer and supply dealer, named by Governor Baldwin to serve a three-year term; and Dr. John E. Flaherty, chairman of the State Board of Fisheries and Game.

Two Boats Get New Engines

The oyster boat *Grace P. Lowndes*, owned by Howard Lowndes of South Norwalk, Conn., is having a 100-140 hp., 4200 rpm., 4-cycle Wolverine Diesel engine installed.

A 120 hp., 360 rpm. Wolverine Diesel was recently installed in the oyster boat *Emily Mansfield*, owned by F. F. Brown & Son of New Haven.

Moreton Made Detroit Diesel Distributor

WALTER H. Moreton Corp., 1045 Commonwealth Ave., Boston 15, Mass., has been appointed New England distributor for Detroit Diesel Engine Division of General Motors Corp. The Detroit Diesel line comprises the Series 70 models, with single engines up to 200 hp., and multiple units up to 800 hp., for marine propulsion, generating set and auxiliary power.

Moreton already has on hand a stock of the various sizes of engines, and has set up a well equipped parts and service department for the new line. The firm's engineering facilities are available to fishermen and builders in connection with installation information.

Gulf Book On Diesel Lubrication

GULF Oil Corporation, Gulf Building, Pittsburgh, Pa., has issued an interesting 52 page book on the lubrication of Diesel engines, which is available free on request. Gulf technologists have devoted two years in developing the information and recommendations contained in the book. The latest data on maintenance and service is given, featuring material of the preventive type, with the object of showing how to prevent inefficiencies and failures rather than cure them later.

Among the subjects covered are the fundamentals of Diesel engine design, lubricating and cooling functions of oil, selection and care of lubricating oils, engine tests, analysis of Diesel fuels and their combustion, and hints on engine operation, maintenance and trouble shooting. The book is attractive and informatively illustrated in color with diagrams and cutaway views of Diesel engines showing how oils are utilized.

Briddell Gets Fourth "E" Award

CHARLES D. BRIDDELL, INC., of Crisfield, Maryland, has been given their fourth Army-Navy "E" production award. The first award was received in January, 1943, with renewal stars being added in June, 1944, and January, 1945.

New Sterling Engine Catalog

STERLING Engine Co. of Buffalo, N. Y., has just released a new edition of a catalog that describes and briefs the specifications of engines now in production, both Marine and Stationary. Included are the Sterling Petrol gasoline engine, the Sterling Viking gasoline and gas engine and the Admiral gasoline engine in six and twelve cylinders.

Of outstanding interest is the Viking Diesel, Marine and Stationary, in six and eight cylinders, supercharged and unsupercharged. This newest engine in the Sterling line is the result of many years of development and experimentation.

Soon to be released is a series of booklets descriptive of Sterling engines as applied to the power needs of specific industries, including the marine field.

CATERPILLAR DIESEL MARINE ENGINES *Are Now Available*

Full Line of Engines
Will Be Stocked

Parts and Service
Readily Obtainable

Complete Rebuilding Facilities
For All Marine Engines



The 36 ft. Lobster Smack "Aerolite" owned by Capt. L. H. Simmons of Beals, Maine, is powered with a D13000 Caterpillar Diesel.

SOUTHWORTH MACHINE CO.

30 Warren Avenue

PORTLAND, MAINE

Telephone 3-0226

The 87 Ft. SUPER-DRAGGER "HAZEL B." *Quality-Built by Reid*

A Modern Wooden Vessel
Fitted with
Steel Deck House
which encloses Winch
and contains Galley.

Owned by
Bendon Fishing Company
of Chelsea, Mass.



REID'S SHIPYARD, INC.

WINTHROP, MASS.

Complete Repair Facilities with Ample Deep Water Dockage and 250 ton Railway



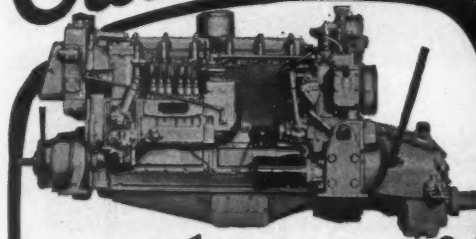
A favorite among the fishermen for front end take-off, the KINNEY No. 2-51S Clutch Assembly shown has a 5-groove V-Belt driving element, and is furnished complete with shaft and outboard bearing for easy installation. Capacity 3.5 H.P. per 100 R.P.M. There's a dependable KINNEY Clutch for every drive on your boat. Write for Bulletin K-8.

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3560 Washington St., Boston 30, Mass.

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We also manufacture Vacuum Pumps, Liquid Pumps and Bituminous Distributors

"Caterpillar"



MARINE DIESEL ENGINES

PROPULSION - AUXILIARY
STATIONARY POWER UNITS
ELECTRIC GENERATING PLANTS

H.O. PENN MACHINERY CO.

INCORPORATED
140th STREET & EAST RIVER, NEW YORK 54, N. Y.

BRANCHES
MINEOLA, LONG ISLAND. POUGHKEEPSIE, N. Y.
NEWINGTON, CONNECTICUT.

Gloucester Landings for August

(Hailing fares. Figure after name indicates number of trips)

Agnes & Myrnie (3)	12,000	Lillian and Anna S.	10,000
Alden (3)	32,500	Linta (1)	40,000
Aliburton (3)	19,000	Little Joe (7)	200,000
Alvan T. Fuller (1)	85,000	Little Nancy (5)	280,000
America (2)	19,000	Lucretia (8)	140,000
American Eagle (2)	18,000	Madame X (1)	1,000
Andarte (2)	239,000	Madeline (3)	25,000
Angie & Florence (3)	75,000	Malolo (4)	40,000
Anna Guarino (4)	99,000	Manchonoch (1)	2,000
Annie H (6)	41,000	Margie and Roy (9)	70,000
Antonina (4)	93,000	Marie and Winifred (2)	100,000
Ariel (5)	210,000	Marietta and Mary (3)	110,000
Atlantic (4)	222,000	Marsala (3)	110,000
Austin W. (3)	359,500	Mary (8)	20,000
Ave Maria (3)	110,000	Mary A. (3)	210,000
Avocet (6)	180,000	Mary & Joseph (3)	220,000
Babe Sears (2)	160,000	Mary and Julia (2)	30,000
Baby Paul (2)	370,000	Mary Curtis (3)	50,000
Baby Rose (3)	85,000	Mary M. (2)	20,000
Bajila (1)	120,700	Mary Rose (2)	20,000
Barbara C. (7)	30,500	Mayflower (2)	50,000
Beatrice & Rose (3)	157,000	Moonlight (4)	30,000
B. Estelle Burke (2)	17,000	Nancy F. (3)	117,000
Bethulia (1)	225,000	Naomi Bruce (7)	22,000
Bettina (3)	287,000	Naomi Bruce II (10)	20,000
Bonsaventure (2)	71,000	Natale III (1)	100,000
California (4)	73,000	Neptune (6)	40,000
Calista D. Morrill (3)	40,000	Nobadeer (2)	125,000
Capt. Drum (1)	132,000	No More (6)	262,000
Carlo & Vince (3)	60,000	North Sea (4)	170,000
Carmela Maria (2)	375,000	North Star (6)	72,000
Caroline & Mary (2)	184,000	Nyoda (3)	180,000
Casco (5)	218,000	Ocean Wave (2)	185,000
Caspian (3)	130,000	Olympia (6)	185,000
Catherine L. Brown (1)	114,000	Olympia LaRosa (5)	131,000
Cayadetta (5)	126,000	Paulina (3)	125,000
Chebeague (4)	171,000	Pauline M. Boland (2)	430,000
Cigar Joe (2)	290,000	Phillip & Grace (3)	90,000
Columbia (2)	360,000	Phyllis & Mary (2)	415,000
Corinthian (2)	77,000	Pilgrim (3)	300,000
Curlow (2)	250,000	P. K. Hunt (3)	104,000
Donald & Johnnie (3)	69,000	Portugal (2)	1,000
Doris F. Amero (3)	59,000	Poseidon (2)	310,000
Edith & Lillian (2)	201,000	P. T. (1)	220,000
Edna Fae (12)	78,000	Puritan (2)	280,000
Eleanor (3)	136,000	Rainbow (3)	240,000
Eliza C. Riggs (9)	332,000	R. Eugene Ashley (3)	240,000
Emily Brown (3)	190,000	Rita B. (3)	240,000
Emily C. (4)	34,000	Rose and Lucy (3)	240,000
Estrella (1)	165,500	Rosemarie (3)	90,000
Eugene H. (3)	9,000	Rosemarie V. (3)	160,000
Eva M. Martin (9)	13,000	Rosie and Gracie (2)	31,000
Evzone (1)	150,000	Rosie C. (6)	82,000
Falcon (3)	13,000	Ruth and Margaret (1)	36,000
Famiglia (1)	150,000	Sacred Heart (1)	47,000
Fannie F. Hickey (5)	31,500	St. Christopher (1)	140,000
Four Sisters (4)	88,000	St. Joseph (6)	130,000
Frank F. Grinnell (2)	34,000	St. Paul (3)	220,000
Frankie and Rose (2)	465,000	St. Peter (2)	80,000
Gaetano S. (3)	329,000	St. Providence (8)	190,000
Gloucester (6)	135,000	Salvatore (1)	70,000
G. N. Soffron (3)	82,000	Sea Hawk (2)	120,000
Golden Eagle (1)	105,000	Sea Queen (3)	210,000
Gov. Al Smith (2)	95,000	Sea Roamer (3)	140,000
Grace and Rosalie (6)	129,000	Sebastiana & Figli (1)	120,000
Heedja (4)	185,000	Sebastiana C. (2)	41,000
Helen M. (2)	106,000	Serafina N. (2)	175,000
Holy Family (2)	165,500	South Sea (3)	190,000
Ida & Joseph (5)	9,000	Squantum (2)	200,000
Irma Virginia (7)	12,000	Superior (2)	135,000
Jackie B. (Maine) (2)	157,000	Susie O. Carver (5)	220,000
Jackie B. (1)	94,000	Theresa M. Boudreau (1)	220,000
Jackson & Arthur (8)	13,000	Thos. J. Carroll (2)	220,000
J. B. Jr. (4)	103,000	Three Sisters (3)	90,000
Jennie & Julia (2)	71,000	Trimbral (6)	160,000
Jennie & Lucia (3)	350,000	Two Pals (8)	250,000
Joe D'Ambrosio (4)	345,000	Uncle Guy (3)	100,000
Joire (3)	54,000	Vince (1)	20,000
Joseph & Lucia (2)	170,000	Voyager (2)	180,000
Josephine & Margaret (2)	400,000	Wanderer (6)	450,000
Josephine P. II (2)	296,500	We Three (7)	30,000
Joseph S. Mattos (3)	136,000	Wind (3)	30,000
Killarney (3)	150,000	Yankee (1)	30,000
Leonora C. (2)			
Leretha (2)			

Swordfish Landings (Landings in Number of Fish)

Agda (2)	218	Jorgina Silveira (2)	
Alvan T. Fuller (1)	72	Lady of Good Voyage (1)	
Babe Sears (1)	10	Magellan (2)	
Columbia (1)	10	Old Glory (1)	
Edith L. Boudreau (1)	191	Olivia Brown (2)	
Emma Marie (1)	143	Ruth & Margaret (1)	
Evelina M. Goulart (2)	501	St. Teresa (1)	
Evelyn G. Sears (2)	226		

Hyde Receives Fifth "E" Renewal

NOTIFICATION has been received by the Hyde Winch Company of Bath, Maine, that the Army-Navy Award granted September 5, 1942 has been renewed the fifth time, giving them 5 stars on their "E" flag. Hyde manufactures steering gears, windlasses, winches, capstans and special machinery of many types, in addition to Hyde bronze propellers 52" diameter and larger for all types of Navy and commercial craft.

PAULS MEETS THE CHALLENGE

OF POUNDING SEAS...

AND HEAVY LOADS...

Pauls netting is carefully tested to withstand the hazards of the sea. Strong, tough twines are selected from the finest raw materials, then skillfully woven into accurate and uniform mesh, with no flaws or thin places to give way under hard usage. For continued successful fishing, stock up your lockers with Pauls Cotton Seines, Trap Webbing or Gill Netting.

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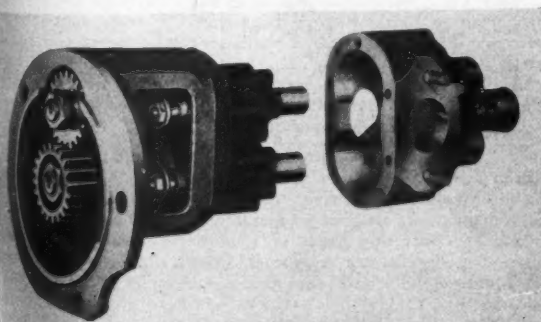
Nordby Supply Co.
1300 Western Ave.
Seattle, Washington

Graymarine Announces Postwar Plans

GRAY Marine Motor Co., Detroit, will announce a complete range of marine Diesel engines, based on designs which have been in development for over ten years by its parent Company, Continental Motors Corp.

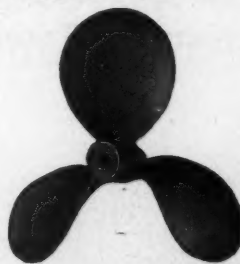
The postwar Graymarine gasoline engines will show basic changes within the engine to take advantage of new higher-octane fuels. All models will incorporate certain fundamental features such as the Continental-patented design utilizing individual intake passages for each cylinder, through the manifold from carburetor to cylinder, without interference from any adjacent cylinder. All models will have full length water jackets with water all around and in between every cylinder bore, a feature that is claimed to promote even expansion and to minimize uneven piston wear. Provision is made for ample thickness of cylinder walls to support heavy duty operation without hot spots.

A new type sea-water pump developed by Gray during the war, has an impeller of wear-resisting neoprene rubber moving in a brass housing, with steel driving gears running in oil from the engine's pressure system.



New sea-water pump used on Graymarine engines.

The "High Liners" must have efficient, dependable equipment



52" and LARGER

Where lives as well as profits are at stake both owners and skippers realize the necessity of using propellers of proven quality. That is why you will find Hyde Propellers on the "high liners" of the fishing fleet. Let the experience of the men who know be your guide—specify Hyde.

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ALWAYS GET HOME SAFELY

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Branch Store and Warehouse at Gloucester

New Brunswick "August Darks" Fail to Bring Herring

By C. A. Dixon

ALTHOUGH the run of tides known as the "August Darks" failed to bring southern New Brunswick a big run of sardine herring, there are signs that perhaps a Fall school will strike earlier than usual. The fish have been larger recently, and some very good catches were made at Campobello as well as in other places along the coast.

Thus far Grand Manan has led all other sections of Charlotte County in mid-summer fishing. In July Grand Manan weirmen caught more than 18,000 barrels of sardines with a value of approximately \$60,000, leading all other districts including the West Isles area, which had only 12,000 barrels valued at \$40,214. Only 24 weirs were in operation at Grand Manan, but more are being built. During August Grand Manan weirmen continued to catch some fish, but the catch at West Isles dropped off considerably.

Catch Tuna and Shark in Sardine Weirs

Tuna have been seen in the waters of the Passamaquoddy Bay region this Fall, and some fine specimens have been caught in sardine weirs. Capt. Frank Calder of Eastport, Me., formerly of Deer Island, N. B., landed one at the Riviera Packing Co. of Eastport, which weighed 600 lbs. It was 8' long and was captured in the Richie and Pottle weir at Perry, Me., the shore of which border St. Andrews Bay. Many tuna were observed chasing sardine herring offshore a short distance from the weir just below the mouth of the St. Croix River.

An 18' liver shark was caught recently in a weir at Moore Island owned by Gillie and Albert Eldridge. Both sharks and tuna wreak costly destruction to sardine herring schools impounded in weirs.

Sardine Factory Established at Grand Manan

Grand Manan, N. B. now has a sardine factory located at North Head, and operated by Grand Manan Products, Ltd. The establishment of a sardine cannery at Grand Manan now makes complete the canning of sardines on all three major islands of Charlotte County—Deer Island, Campobello, and Grand Manan. There are several sardine canneries along the mainland shore of the county, including those located at Black's Harbor, and L'Etete, with other fish canneries at Chamcook and Pocologan.

Southern New Brunswick has started on an expansion of its fish canning industry. Charlotte County and St. John County produce several varieties of fish which are available almost immediately from the tidal waters which wash the shores of the two counties, and the canned products turned out by the manufacturers are of excellent quality due to the freshness of the fish handled and the scientific manner of manufacture. A well equipped laboratory is maintained at the Connors Bros. Ltd. factory at Black's Harbor.

Dulse Producers Doing Well

Dulse producers at Grand Manan and East Charlotte have had good weather in recent weeks for curing their product. Fishermen are receiving 20c a pound for dulse, and the value of this runs into some thousands of dollars monthly when favorable weather prevails.

Pollock Catch Falling Off

There was a marked falling off in early Autumn in the pollock catch in southern New Brunswick. It is expected, however, that Fall fishing this year will be good, especially if squid bait is obtainable. It has been some years since squid in appreciable numbers have frequented Quoddy waters. Pollock fishermen are well equipped for the work, and many are hoping to get new boats, engines, and other equipment.

National Seaproducts, Ltd. Organized

Keen interest is being manifested throughout Canada in the recent announcement that a corporation known as National Seaproducts, Ltd. has been organized for the purpose of acquiring the operating assets of a number of large fish companies and distributing companies. Ralph P. Bell of Halifax and Montreal will head the newly established company, and concerns associated with it include the Smith group of Lunenburg, N. S., and the Maritime-National group of Halifax and Digby, N. S., also distributing companies in Upper Canada.

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Acme (6)
Adventure
Alden (2)
America (2)
American
Annie &
Annie (7)
Annie &
Antonina
Arlington
Atlantic
Beatrice &
Belmont (1)
Berthula
Breaker (2)
Breeze (3)
Brookline
Calm (3)
Capt. Drury
Carlo & V.
Charles M.
Cormorant
Cove (2)
Delaware
Dorchester
Drift (2)
Eddie &
Estrela (1)
Evel (6)
Faba (1)
Familia
Frances C.
Frank F.
Frankie &
Gale (2)
Geraldine
Ida & Jo
Jackie B.
J. B. Juni
Jennie &
Josephine
Joie M.
Lark (3)
Leonarda
Lionard
Madonna
Maize (1)
Maria del

St
Alper (2)
Gerrude



WE ARE NOW PREPARED TO
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OF FISHING VESSELS AND TO
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Marine Railway**

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88 Broad Street

Boston, Massachusetts

Boston Landings for August

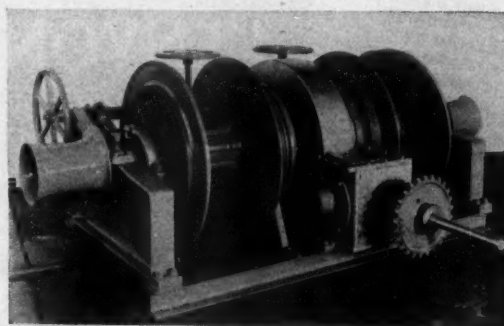
(Hailing fares. Figure after name indicates number of trips.)

Acme (6)	163,100	Marjorie (4)	111,000
Adventure (3)	351,000	Mary and Jennie (6)	138,600
Alden (2)	75,000	Mary M. (3)	105,000
America (2)	78,000	Mary W. (5)	219,000
American Eagle (1)	45,000	M. C. Ballard (2)	272,000
Angie & Florence (3)	110,000	Medford (1)	250,000
Annie (7)	114,100	Nancy B. (6)	140,000
Annie & Josie (6)	134,800	Naomi Bruce III (3)	93,000
Antonina (2)	60,000	Natalie III (5)	235,000
Arlington (2)	292,000	Neptune (2)	276,600
Atlantic (2)	235,000	Newton (2)	281,000
Beatrice & Rose (2)	92,000	Njorth (4)	68,000
Belmont (1)	36,000	Nyoda (2)	44,000
Bethulia (1)	55,000	Ocean (2)	313,000
Breaker (2)	285,000	Ohio (2)	135,500
Breeze (3)	454,000	Plymouth (2)	306,000
Brookline (2)	315,500	Quincy (2)	246,500
Calm (3)	514,000	Robert & Edwin (5)	77,400
Capt. Drum (2)	30,000	Roma (5)	98,800
Carlo & Vince (3)	91,000	Rosalie D. Morse (3)	259,100
Charles M. Fauci, Jr. (2)	161,000	Rose and Lucy (3)	120,000
Cormorant (3)	464,000	Rosemarie (2)	95,000
Crest (2)	410,000	Rose Mary (6)	170,500
Delaware (2)	395,000	Rosie (6)	153,400
Dorchester (3)	432,500	Rosie & Gracie (3)	115,000
Drift (2)	304,000	St. Joseph (2)	46,000
Eddie & Lulu M. (7)	151,100	Salvatore (3)	36,000
Estrella (1)	170,000	Santa Maria (4)	141,000
Ethel (6)	104,500	Santina D. (3)	121,500
Eva II (6)	117,200	Sarah M. (2)	3,000
Fabia (1)	133,000	Sea (1)	140,000
Familia (4)	48,000	Seraphina N. (2)	100,000
Frances C. Denchy (1)	30,000	Seraphina II (4)	128,000
Frank F. Grinnell (2)	60,000	Spray (3)	257,000
Frankie & Rose (1)	58,000	Surge (1)	185,000
Gale (2)	380,000	Texas (1)	66,000
Geraldine & Phyllis (3)	126,000	Theresa R. (2)	110,500
Ida & Joseph (2)	147,000	Thomas D. (4)	295,400
Jackie B. (4)	83,000	Thomas Whalen (3)	473,500
J. B. Junior II (5)	157,700	Three Sisters (1)	20,000
Jennie & Julia (6)	293,000	Tide (3)	567,000
Jennie & Lucia (1)	15,000	Triton (2)	238,500
Josephine & Margaret (3)	77,000	Vandal (2)	167,000
Joie M. (4)	115,100	Venture II (2)	225,000
Lark (3)	366,000	Wave (3)	550,000
Leonarda (6)	112,200	Weymouth (2)	295,000
Liza (6)	177,000	Winchester (2)	303,500
Madonna (6)	239,000	Winthrop (2)	151,400
Maine (1)	197,000	Yankee (3)	130,000
Maria del Soccorso (6)	101,800		

Swordfish Landings (Landings in Number of Fish)

Alper (2)	278	Marjorie Parker (1)	89
Gertrude DeCosta (2)	294		

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For the High-liners



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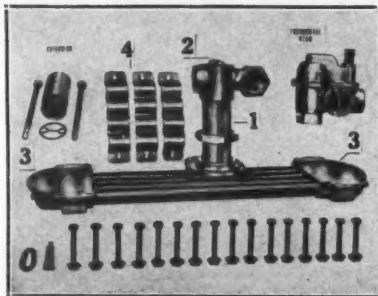
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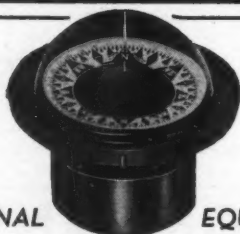
A closed cooling system for gasoline and Diesel engines increases engine life, improves engine performance, protects engines from corrosion, and freezing. Illus. Size 1 1/2" 4 Tube 1 1/2" dia. Cooler Assembly.

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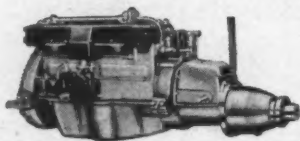
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GRAY MARINE MOTOR CO.

846 Canton Ave.

Detroit 7, Michigan

Vineyard May Revert to Hooks, Seines, Traps

By J. C. Allen

WITH September almost alongside, the time for casting up accounts arrives, and there is much for which to give thanks, in the wind-up of the War and all the satisfaction and relaxation that goes along with this event. It is a safe bet that there are no more thankful souls on earth than the bonafide fisherfolk, in the knowledge that the seas are free and safe once more.

By the same token, the wind-up of War marks the wind-up of other things to judge by present indications. It marks the approach of the end of what OPA has publicly tagged as the most glaring and putrid black market operation in the country which is to say, the fish business.

It is not our purpose to crusade; we draw far too little water to make ourselves felt, or to gain a hearing, but there is a movement, a trend in the industry that can be felt and seen even in the little places like this. The gossip is all of a possible collapse of the dragging industry, which has been built up to top-heavy proportions through artificial means.

We personally do not anticipate the end of fishing or anything like that, but from our own distant viewpoint, we cannot help but acknowledge the threat that menaces.

We are handed a full-length, hand-painted sketch of the situation that looks like this. The release of meat, and probable removal of fish price ceilings, might cause the demand for fish to drop. Further, as this event takes shape, and the market begins to level out and stabilize under peace-time conditions, the shipments from Nova Scotia and other places may increase.

Good Swordfish Season

Understand we don't know anything about it. We are quoting what we believe to be authoritative sources. But we do know that this has been a banner swordfish season. Not a forty years has anything like it been seen. Yet our established dealers have handled scarcely any of these fish.

Prospects for Fishing in General Good

As for fishing in general, the prospects of luck in bold water and shoal, look good in these bearings. The bonito, striped bass, squeteague, and other varieties, have been running well. It cannot be said that any enormous hauls have been made as yet, but weather conditions have not been favorable during the month. Cooler weather than we have had is necessary if large quantities are to be taken. Cod has laid thick on the ledge and there have been more flukes taken than we have known for years, but they are all small.

On the other hand, dragging inshore has not stacked up well at all, and with the coming of cold weather, it is a question as to what may be expected in this line. Altogether, the picture looks more and more like a return by way of a natural cycle to the setting of 40 to 50 years ago, when hooks and lines, seines and traps were the paying sort of gear.

The appearance of the fluke, for example, may well be the advance run of such schools as we used to know. If they are of course, they can be dragged and will be, without a doubt. The vast run of scup last Spring and early Summer was mopped up by the draggers, who would have fared hard only for this. But the other varieties do not drag so well, and in this fact lies the hope of shore fishermen and small boatmen, as it seems to us.

Protest Establishment of Further Restricted Areas

For the first time since the War began, Vineyard fishermen have made a formal protest concerning the establishment of further restricted areas in Vineyard Sound. They asked cancellation of the order setting aside the Middle Ground, Little Shoal and the waters in between as restricted areas. The waters are of particular value in Fall fishing, and dragging handliners and at least one set of fish traps will be directly affected if the order goes through.

"Catherine & Mary" Repowered

Capt. Isaac Norton of Edgartown has repowered his dragger *Catherine & Mary* with a Model 35F10, six-cylinder Fairbanks Morse Diesel rated 180 hp., at 450 rpm.

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Baltimore, Md.

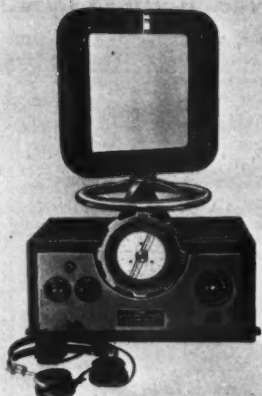
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IMMEDIATE DELIVERY

The "Turret" Radio Direction Finder fits in very small space — wherever most convenient to you; works as simply as your forecastle radio; has proved its accuracy in long postwar use. Its price and maintenance are what an economical owner can afford. It gives you everything that is necessary. While essentially a navigational instrument, it covers commercial ship and broadcast frequencies too. For complete information, apply to your own dealer or write Dept. A.

PAULSEN-WEBBER CORDAGE CORP.

170 John Street, N. Y. 7, N. Y.

Conklin Made Ederer Vice-President and General Sales Manager

WALTER F. CONKLIN has been appointed Vice-President and General Sales Manager of the R. J. Ederer Company, Chicago, Illinois, manufacturers of commercial fish netting. Mr. Conklin will have charge of advertising and all national sales for the Company and its subsidiaries.

He came to the company in 1930 as a salesman in the Great Lakes Territory, and in 1936 was promoted to Sales Manager of the Great Lakes Division. In 1940 he was appointed General Manager of the Chicago Plant.

Mr. Conklin's background of experience in knowing the requirements of the fishing industry and his knowledge of modern production and manufacturing methods, will be of great value in his new duties of directing the sales and production policy of the Ederer Company.



Walter F. Conklin

Pettit Paint Enlarging Factory

CONSTRUCTION was started last month on an addition to the plant of Pettit Paint Co., Inc., at Belleville, New Jersey. The present factory was built seven years ago and at that time was thought to be large enough to provide for a normal increase in business for at least fifteen years. However, additional space is required already for more machinery and warehouse facilities.

Many requests for new dealer franchises are on file, and it is the intention of the management to maintain adequate facilities for properly servicing dealers in every part of the country.

Wilson Retires from Great Grimsby

W. E. WILSON, who has been Joint Manager of The Great Grimsby Coal, Salt & Tanning Co., of Grimsby, England for 25 years, has retired. He had been associated with the Company for 50 years, and will continue available as Consultant. His successor is H. N. Binns, who has been with the Company for 30 years, and who for 18 years has managed their Fleetwood Branch. R. W. Aitken, Joint Manager, and C. H. Carbutt, Secretary, will retain their positions.

New York Landings for August

(Hailing fares. Figure after name indicates number of trips.)

Amelia (2)	134,000	John G. Murley (3)	261,000
Betty & Billy (1)	16,000	Mary Anne (3)	298,000
Felicia (2)	210,000	Virginia (2)	185,500
Florence B. (1)	81,000		

Scallop Dragger (Landings in Gallons)

Columbia (2)	2,500	S #31 (1)	1,200
Friendship (2)	2,200	Sunapee (3)	2,829
Gloria F. (3)	3,700	Viking (2)	1,900
Mary (1)	1,200	William Landry (1)	1,200

HORNS-WHISTLES

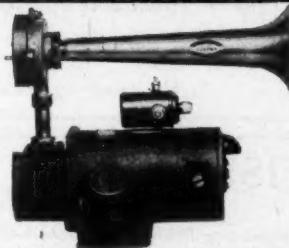
"Electro-Phonic" Air Signal

Defense against Every Emergency—the Fisherman's Sentinel — Protects Lives and Investment.

Electro-Phonic Powerful Air Signal Supplies its own compressed air—no tank, no valves, no piping.

Unexcelled for Fog Penetration, Echo Signals, and Reliability.

Types, sizes for all Marine Needs—Mechanical Fog Horns.



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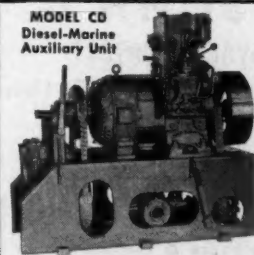
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New Bedford Landings for August

(Hailing fares. Figure after name indicates number of trips.)

Addie Mae (4)	86,000	Junior (2)	172
Adele K. (2)	115,000	Junoias (3)	246
Adventurer (4)	150,000	Kelbarsam (3)	324
Alice H. (3)	38,000	Kingfisher (3)	114
Alice J. Hathaway (2)	126,000	Liberty (5)	740
Alva (3)	28,800	Lt. Thomas Minor (2)	412
Alvin H. (1)	1,000	Linnea (1)	370
America (4)	141,000	Linta (1)	40
American Eagle (1)	40,000	Little Chief (1)	320
Anastasia E. (2)	57,000	Little Growler (2)	612
Angeline (1)	1,800	Little Lady (2)	320
Angie & Florence (2)	20,000	Lois (2)	40
Anna (3)	52,000	Louise (2)	140
Annabelle R. (2)	1,600	Lucky (4)	640
Anna C. Perry (1)	12,000	Madeline (3)	120
Ann & Marie (4)	42,200	Marie & Katherine (1)	10
Annie Louise (1)	5,800	Marion M. (1)	140
Annie M. Jackson (3)	99,500	Martha E. Murley (2)	320
Arnold (3)	72,500	Mary Grace (2)	264
Bernice (8)	125,000	Mary J. Hayes (3)	172
Bessie (11)	250,000	Mary J. Landry (1)	412
Bethulia (3)	108,000	Mary M. (3)	60
California (1)	30,000	Mary Tapper (1)	510
Camden (3)	121,000	Medric (2)	120
Cape Ann (2)	113,000	Mildred & Myra (1)	470
Capt. Drum (1)	60,000	Minnie V. (3)	412
Carol & Dennis (3)	61,000	Misham (4)	412
Catherine T. (3)	200,300	Molly and Jane (3)	312
Charles E. Beckman (4)	68,000	Morning Star (4)	212
Chas. M. Fauci II (3)	25,400	Naomi Bruce III (2)	108
Christina J. (3)	144,000	Nautilus (2)	102
Clifton (1)	10,000	Nellie (5)	60
Clinton (1)	30,500	New Bedford (1)	360
Dauntless (2)	36,500	Newfoundland (1)	136
Dolly & David (4)	34,500	Noah A. (5)	80
Doris (5)	52,000	Nobader (3)	90
Ebenetzer (4)	30,000	Noreen (1)	420
E-C (4)	29,200	Novely (3)	320
Eleanor (3)	113,000	Olga C. (2)	320
Elenore K. (3)	70,000	Palmer's Island (3)	240
Ella (2)	44,000	Patsy (1)	630
Elva (7)	180,000	Pearl Harbor (2)	880
Endeavor (2)	19,000	Pelican (1)	412
Etta K. (2)	50,000	Penguin (2)	162
Eugene and Rose (3)	51,200	Priscilla (9)	430
Eunice-Lilian (2)	100,000	Renena (2)	150
Fairhaven (2)	195,000	Richard and Arnold (1)	80
Fan & Mary (2)	31,000	Rita (2)	370
Father & Son (1)	2,500	Ronald & Dorothy (1)	160
Flavia (2)	24,000	Rose Jarvis (1)	120
Four Sisters (1)	7,500	Rosie and Gracie (1)	70
Francis (2)	11,000	Russell S. (4)	122
Frank F. Grinnell (3)	110,000	St. Ann (2)	560
Fred Henry (3)	36,500	St. Anthony (3)	148
Gertrude Martin (1)	8,000	Sankaty Head (1)	820
Gladys & Mary (3)	161,500	Santa Maria (1)	420
Growler (3)	200,000	Sea Buddy (1)	440
Gud Kay (3)	80,000	Sea Hawk (2)	102
Gull (2)	19,000	Sea Prince (2)	130
H & H (2)	1,800	Sea Ranger (2)	300
Hazel S. (2)	45,500	Seraina (3)	370
Heedja (3)	50,000	Seraina II (1)	190
Hilda Garston (1)	67,000	Solveig J. (3)	100
Hope (2)	105,000	Southern Cross (1)	304
Ida & Joseph (1)	22,800	Stanley B. Butler (4)	412
Idelwild II (2)	25,000	Three Sisters (4)	200
Irene & Walter (2)	26,000	Two Brothers (3)	180
Irma Pauline (4)	48,200	Venture I (3)	210
Ivanhoe (3)	154,200	Viking (4)	210
Janet Elise (1)	5,000	Vikings (Chilmark) (2)	150
Jennie & Julia (1)	27,000	Wamsutta (2)	280
Jerry & Jimmy (1)	29,000	Whaler (4)	320
Joan & Ursula (3)	40,000	William Chesebrough (6)	320
Johnny Boy (5)	128,000	Winifred M. (1)	
Josephine & Margaret (1)	65,500		
Josephine & Mary (2)	55,000		
	109,000		

Scallop Dragger (Landings in Gallons)

Abram H. (1)	1,500	Linus S. Eldridge (2)	
Acushnet (1)	1,150	Malvin B. (1)	
A. P. Andrew (2)	1,200	Margie & Pat (1)	
Bobby & Harvey (2)	2,700	Mary D'Eon (2)	
Captain 1st (1)	1,500	Muriel & Russell (1)	
Carol & Estelle (2)	2,700	Nashawena (1)	
Catherine & Mary (2)	3,000	New Dawn (1)	
Dagny (1)	1,100	Olive Williams (2)	
Emily H. (1)	1,375	Palestine (2)	
Francis J. Manta (1)	1,500	Phyllis J. (1)	
Friendship (1)	900	Ramona (1)	
Irene & Mabel (1)	1,150	Ursula M. Norton (3)	

Swordfish Landings (Landings in Number of Fish)

Alice May (1)	18	Josephine II (1)	
Alba V. (2)	30	Molly and Jane (3)	
Anna C. (1)	4	Mussel (2)	
Audrey M. (2)	50	Nobadeer (1)	
Bessie (1)	1	Polly N. (2)	
Catherine & Mary (1)	1	Priscilla (3)	
Chas. M. Fauci II (1)	1	Quest (1)	
Clara T. (2)	61	Ranger (2)	
Clifton (3)	40	Roaring Forties (2)	
Dorothy & Everett (2)	37	Ronald & Dorothy (2)	
Elva V. (1)	19	Rose Jarvis (3)	
5 D721 (1)	7	Roswell P. (1)	
Gene (1)	10	Russell S. (1)	
George A. (1)	14	St. Joseph (1)	
Gravling (2)	40	St. Teresa (1)	
Gull (1)	1	Santina (3)	
Hiram II (4)	109	Sea Hawk (1)	
Idelwild II (2)	13	Southern Cross (1)	
J. Henry Smith (1)	10	Two Brothers (2)	

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"Submarine
Mass.

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"Detroit D.
Corp.

Outer I.
"Lester-Blair
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"Caterpill

"Chrysler
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"Cooper-B
"Cummins

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Florida
"Fairbanks

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"The Lat
"Lester-Bl

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"Murray

Quincy

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Willard Storage Battery Co., Cleveland, Ohio.

CAN MANUFACTURERS

Continental Can Co., 100 E. 42nd St., New York, N. Y.

CLAM KNIVES, TONGS, RAKES

Chas. D. Briddell, Inc., Crisfield, Md.

CLUTCHES

*Kinney Manufacturing Co., 5341 Washington St., Boston, Mass.

COLD STORAGE

Quaker City Cold Storage Co., Philadelphia, Pa.

CORDAGE MANUFACTURERS

American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.

*Columbian Rope Co., Auburn, N. Y.

*New Bedford Cordage Co., 233 Broadway, New York, N. Y.

Plymouth Cordage Co., Plymouth, Mass.

CYLINDER LINERS, PISTONS, RINGS

Hunt-Spiller Manufacturing Co., 383 Dorchester Ave., Boston, Mass.

CYLINDER TREATMENT

Van der Horst Corp. of America, Olean, New York

DEPTH FINDERS

*Bludworth Marine, 100 Gold St., New York 7, N. Y.

*Submarine Signal Co., 160 State St., Boston, Mass.

DIESEL AUXILIARY SETS

*Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan

*Linter-Blackstone, Inc., 1706 So. 68th St., Milwaukee, Wis.

John Reiner & Company, 12-12 37th Ave., Long Island City, N. Y.

R. H. Sheppard Co., 330 Middle St., Hanover, Pa.

ELECTRICAL EQUIPMENT

Diehl Manufacturing Co., 240 Congress St., Boston, Mass.

General Electric Co., Schenectady, N. Y.

*Sperry Gyroscope Co., Inc., Great Neck, N. Y.

ELECTROLYSIS ELIMINATION

Hamilton Engineering Co., P.O. Box 1893, Boston, Mass.

ENGINE MANUFACTURERS

Atlas Imperial Diesel Engine Co., 115 Broad St., New York, N. Y.

*The Buda Co., Harvey, Ill.

*Caterpillar Tractor Co., Peoria, Ill.

*Chrysler Corporation, 12211 East Jefferson, Detroit, Michigan

*Cooper-Bessemer Corp., Mount Vernon, O.

*Cummins Engine Co., Columbus, Ind.

*Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan

*Enterprise Engine & Foundry Co., 18th and Florida Sts., San Francisco 10, Calif.

*Fairbanks, Morse & Co., Chicago, Ill.

*Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

*The Lathrop Engine Co., Mystic, Conn.

*Linter-Blackstone, Inc., 1706 So. 68th St., Milwaukee, Wis.

Lorimer Diesel Engine Co., 16th & Wood Sts., Oakland, Calif.

Mack Mfg. Corp., Empire State Building, New York 1, N. Y.

*Murphy Diesel Co., 5317 West Burnham St., Milwaukee, Wis.

*Murray & Tregurtha, Inc., 12 Hancock St., Quincy 71, Mass.

Where-to-Buy Directory

Companies whose names are starred (*) have display advertisements in this issue; see Index to Advertisers for page numbers.

*The National Supply Co., Superior Diesels, Springfield, Ohio.

*Osco Motors Corp., 2020 E. Orleans St., Philadelphia 34, Pa.

*Palmer Bros. Engines, Inc., Cos Cob, Conn. Red Wing Motor Co., Red Wing, Minnesota.

Union Diesel Engine Co., 2200 East Seventh St., Oakland 6, Calif.

*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.

Worthington Pump & Machinery Corp., 421 Worthington Ave., Harrison, N. J.

Ford Conversions and Parts

*Osco Motors Corp., 3648A No. Lawrence St., Philadelphia, Pa.

Gasoline Engines

*Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

ENGINE DEALERS

*Walter H. Moreton Corp., 1045 Commonwealth Ave., Boston, Mass.

*H. O. Penn Machinery Co., Inc., East River and 140th St., New York, N. Y.

Southworth Machine Co., 30 Warren Ave., Portland, Me.

EXHAUST HOSE

Bendix Aviation Corp., Philadelphia, Pa.

EXHAUST SILENCERS

John T. Love Welding Co., Walen's Wharf, Wharf St., Gloucester, Mass.

*The Maxim Silencer Co., 74 Homestead Ave., Hartford, Conn.

FISHING GEAR

Island Fish Net & Supply Co., 142 Railroad Ave., Sayville, L. I., N. Y.

*Westerbeke Fishing Gear Co., Inc., 279 Northern Ave., Boston, Mass.

FISH MEAL MACHINERY

*Enterprise Engine & Foundry Co., Process Machinery Div., 18th and Florida Sts., San Francisco, Calif.

FISH SCALERS

Portable, Flexible Shaft

N. A. Strand & Co., 5001 N. Wolcott Ave., Chicago, Ill.

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J. H. Shepherd Son & Co., 1820 East Ave., Elyria, Ohio.

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*Clark Cooper Co., 319 N. Market St., Palmyra, N. J.

L. D. Lothrop Sons, Gloucester, Mass.

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Bill DeWitt Bait, Hook Mfrs., Auburn, N. Y.

ICE PICKS

Chas. D. Briddell, Inc., Crisfield, Md.

NAUTICAL INSTRUMENTS

*Kelvin-White Co., 90 State St., Boston, Mass.

*Kenyon Instrument Co., Inc., Huntington, L. I., New York

*Sperry Gyroscope Co., Inc., Great Neck, N. Y.

NETS AND NETTING

W. A. Augur, Inc., 35 Fulton St., New York, N. Y.

R. J. Ederer Co., 540 Orleans St., Chicago, Ill.

The Fish Net & Twine Company, 310-312 Bergen Ave., Jersey City, N. J.

*The Linen Thread Co., Inc., 105 Maplewood Ave., Gloucester, Mass.

*Pauls Fish Net Company, 357 West Ohio Street, Chicago 10, Illinois.

A. M. Starr Net Co., East Hampton, Conn.

OILED CLOTHING

*H. M. Sawyer & Son Co., East Cambridge, Mass.

OIL FILTERS

Hamilton Engineering Co., P. O. Box 1893, Boston, Mass.

OILS

Gulf Oil Corp., Gulf Bldg., Pittsburgh, Pa.

OYSTER KNIVES, TONGS

Chas. D. Briddell, Inc., Crisfield, Md.

PRESERVATIVES

*"Campbell's Copper Compound": International Chain & Mfg. Co., York, Pa.

PAINTS

International Paint Co., Inc., 21 West St., New York, N. Y.

Pettit Paint Co., Belleville, N. J.

PROPELLERS

Columbian Bronze Corp., Freeport, N. Y.

*Federal-Mogul Marine Div., 4033-91 Beaufait Ave., Detroit, Michigan.

*Hyde Windlass Co., Bath, Me.

*Michigan Wheel Corp., Grand Rapids, Mich.

PUMPS

Jabsco Pump Co., 8302 Wilshire Blvd., Beverly Hills, Calif.

*Marine Products Co., 6636 Charlevoix Ave., Detroit 7, Mich.

RADIO DIRECTION FINDERS

*Bludworth Marine, 100 Gold St., New York 7, N. Y.

*Paulsen-Webber Cordage Corp., 170 John St., New York 7, N. Y.

RADIO TELEPHONES

*The Hallicrafters Co., 2611 S. Indiana Ave., Chicago, Ill.

Harvey-Wells Electronics, Inc., Southbridge, Mass.

Jefferson-Travis Radio Mfg. Corp., 245 East 23rd St., New York 10, N. Y.

RANGES

*"Shipmate": Stamford Foundry Co., Stamford, Conn.

REVERSE AND REDUCTION GEARS

Snow-Nabstedt Gear Corp., Welden St., Hamden, Conn.

Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.

*G. Walter Machine Co., 84 Cambridge Ave., Jersey City, N. J.

RUBBER BOOTS

U. S. Rubber Co., 1230 Sixth Ave., New York 20, N. Y.

RUBBER CLOTHING

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SEAFOOD TOOLS

Chas. D. Briddell, Inc., Crisfield, Md.

SHIPBUILDERS, BOATYARDS

Bethlehem Steel Co., Shipbuilding Division, Bethlehem, Pa.

*Delaware Bay Shipbuilding Co., Inc., Leesburg, N. J.

*Essex Boat Works, Inc., Essex, Conn.

Higgins Industries, Inc., 1755 St. Charles Ave., New Orleans, La.

*Robert Jacob, Inc., 154 Pilot St., City Island 64, N. Y.

*J. K. Welding Co., Inc., 3 Federal St., Yonkers 5, New York

*Geo. Lawley & Son Corp., Neponset, Mass.

*John H. Mathis Co., Camden, N. J.

*Willis J. Reid & Son, Winthrop 52, Mass.

*Frank L. Sample, Jr., Inc., Boothbay Harbor, Me.

Waldoboro Shipyard, Inc., Waldoboro, Me.

*Wheeler Shipbuilding Corp., Ft. of 154th St. & East River, Whitestone, L. I., N. Y.

STEERING GEAR

*The Edson Corp., 49-51 D St., South Boston, Mass.

*Sperry Gyroscope Co., Inc., Great Neck, N. Y.

STERN BEARINGS

*Hathaway Machinery Co., New Bedford, Mass.

TRAWLING EQUIPMENT

*Dagle & MacMillan Co., 170 Border St., East Boston, Mass.

*Hathaway Machinery Co., New Bedford, Mass.

New England Trawler Equipment Co., 301 Eastern Ave., Chelsea, Mass.

WIRE ROPE

*Bethlehem Steel Co., Bethlehem, Pa.

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Gas Engines: 80 hp. Palmer, Storm King, direct drive, 40 hp. Lathrop with starter and power take-off. 6-110 Gray 2½:1 reduction gear. Chrysler Crown, 3:1 reduction gear — all rebuilt. 35 hp. Kermath, running condition. Marine Diesels: 165 hp. Gray 4.4:1 reduction gear, 1 pair Macks Model 405, 90 hp., 360 hp. Fairbanks Model 35 E, 8¾, 370 hp. Cooper-Bessemer. 50' x 15' x 7'6" dragger, new 1942, crew of 5, 165 hp. Gray Diesel, now fishing, ices 50,000 lbs. 38' x 10'6" raised deck fish boat, in commission, built 1940. Beam trawler, 120' x 25' x 12', in commission, 320 hp. Fairbanks Diesel, engine new 1944, crew of 10, ices 175,000 lbs., and many others. Prices right. Particulars on request. Knox Marine Exchange, Camden, Maine.

Dragger "Moonglo" for Sale

Built in Maine, nine months old, 82' x 18½' x 10'. 200 hp. Fairbanks-Morse heavy duty engine. 8 hp. Lister-Blackstone auxiliary engine, Imperial generator, 5 kw.; Willard heavy duty batteries, hot water heat. Capacity, 110,000 lbs., 5 hp. electric fish hoist. New England winch, Model W-700, holds 350 fathoms ¾ wire, Bludworth direction finder, Kelvin O. White compass. Submarine Signal Fathometer, gallows on both sides. Boat now fishing on George's Banks. For further information write or call Northeastern Fishing Co., 20 T. Wharf, Boston, Mass., Capitol 7464.

Engine for Sale

A 60-70 Kahlenberg marine oil engine. Condition good. Engine too small for boat, only reason for selling. The Kishman Fish Co., Vermilion, Ohio.

Engine for Sale

One Fairbanks-Morse, 4 cylinder, 60 horsepower, CO engine, in good running condition. Clutch, recently rebuilt, has new pistons, cylinders and manifold installed on engine. Reasonably priced. Barbour Boat Works, New Bern, N. C.

Engines for Sale

Two used Fairbanks-Morse 2 cycle Diesel engines, one 4 cylinder, rated 120 hp., and one 6 cylinder, rated 180 hp. Write Box "N", Atlantic Fisherman, Goffstown, N. H.

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Beyer Fish Co., Fulton Fish Market

International Fish Co., 111 Fulton Fish Market

Lester & Toner, Inc., Fulton Fish Market

South Fish Co., 31 Fulton Fish Market

Frank W. Wilkisson, Inc., 16 Fulton Market

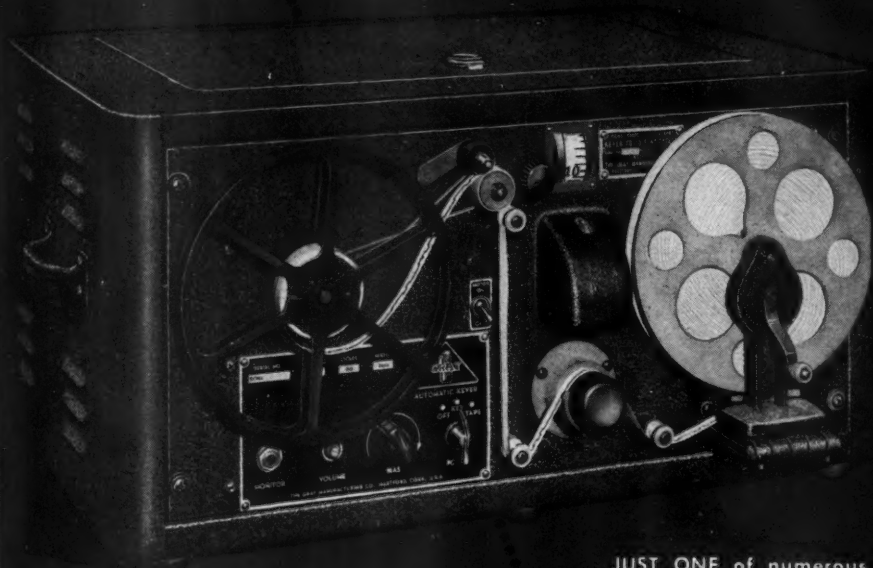
Dragger Winch for Sale

Make—New England Trawler Equipment Co. Capacity—500 fm. of ¾" towing wire on each drum. Condition—In working condition, complete with gearbox. Can be seen at Rock Neck Marine Railways, Gloucester, Mass., and communication may be forwarded direct to them.

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Cooper-Bessemer Corp.....	
Cummins Engine Co.....	
Dagle & MacMillan Co.....	
R. S. Danforth.....	
Delaware Bay Shipbuilding Co., Inc.....	
Detroit Diesel Engine Div., General Motors Corp.....	
The Edson Corp.....	
Enterprise Engine & Foundry Co. (Marine Engine Div.).....	
Enterprise Engine & Foundry Co. (Process Machinery Div.).....	
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Fairbanks, Morse & Co.....	
Federal-Mogul Marine	
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J. K. Welding Co., Inc.....	
Kelvin-White Co.....	
Kenyon Instrument Co., Inc.....	
Kinney Manufacturing Co.....	
The Lathrop Engine Co.....	
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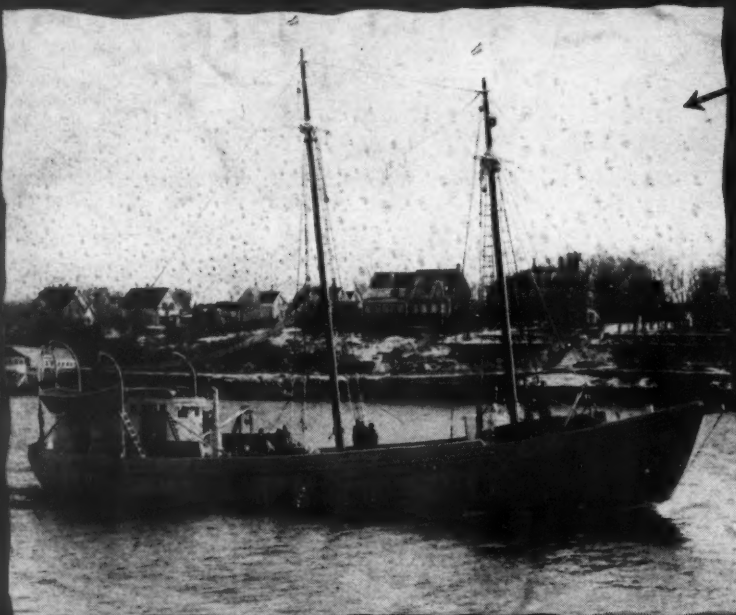
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